

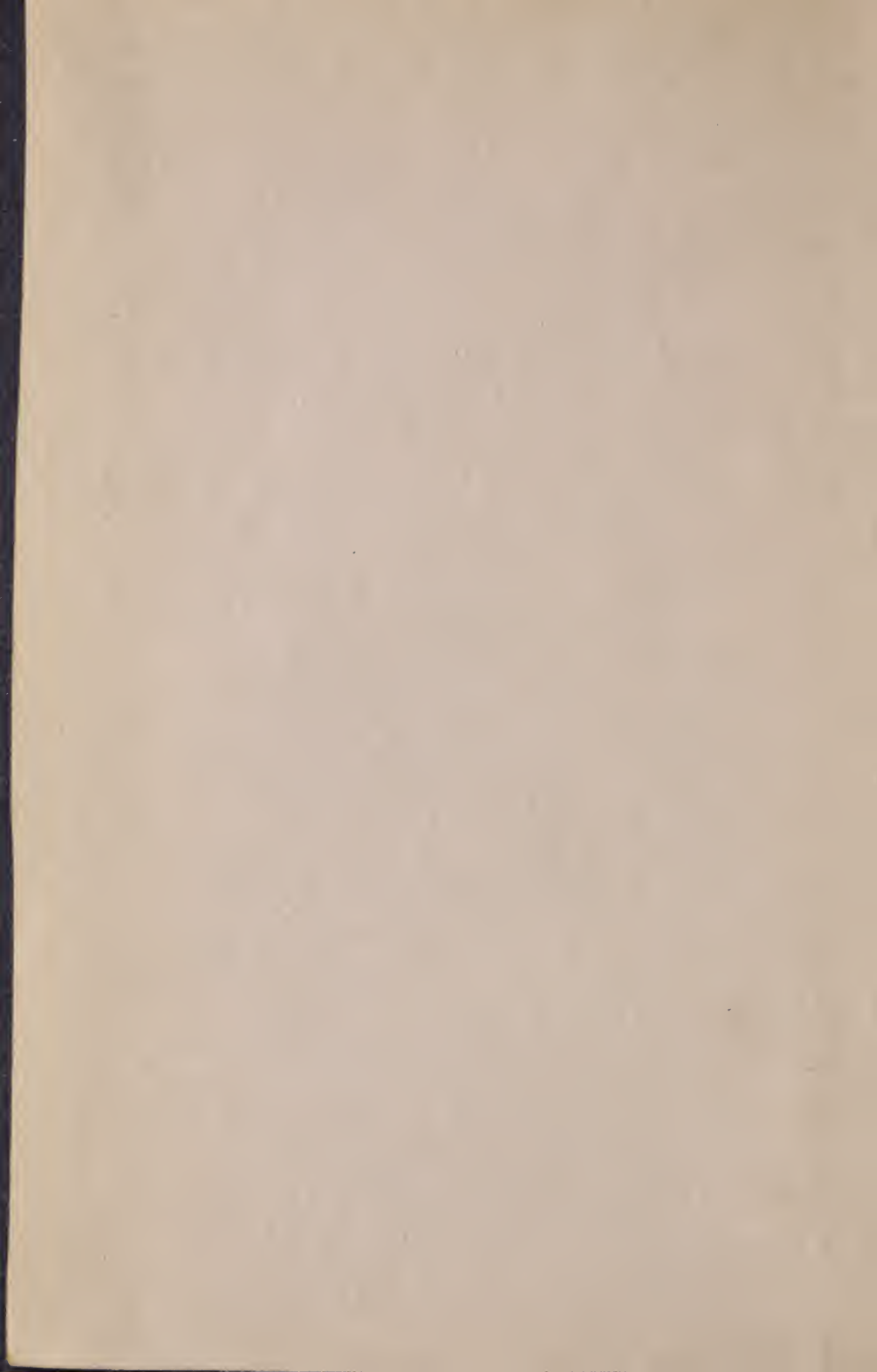
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Baltimore and Ohio railroad company
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Annual report

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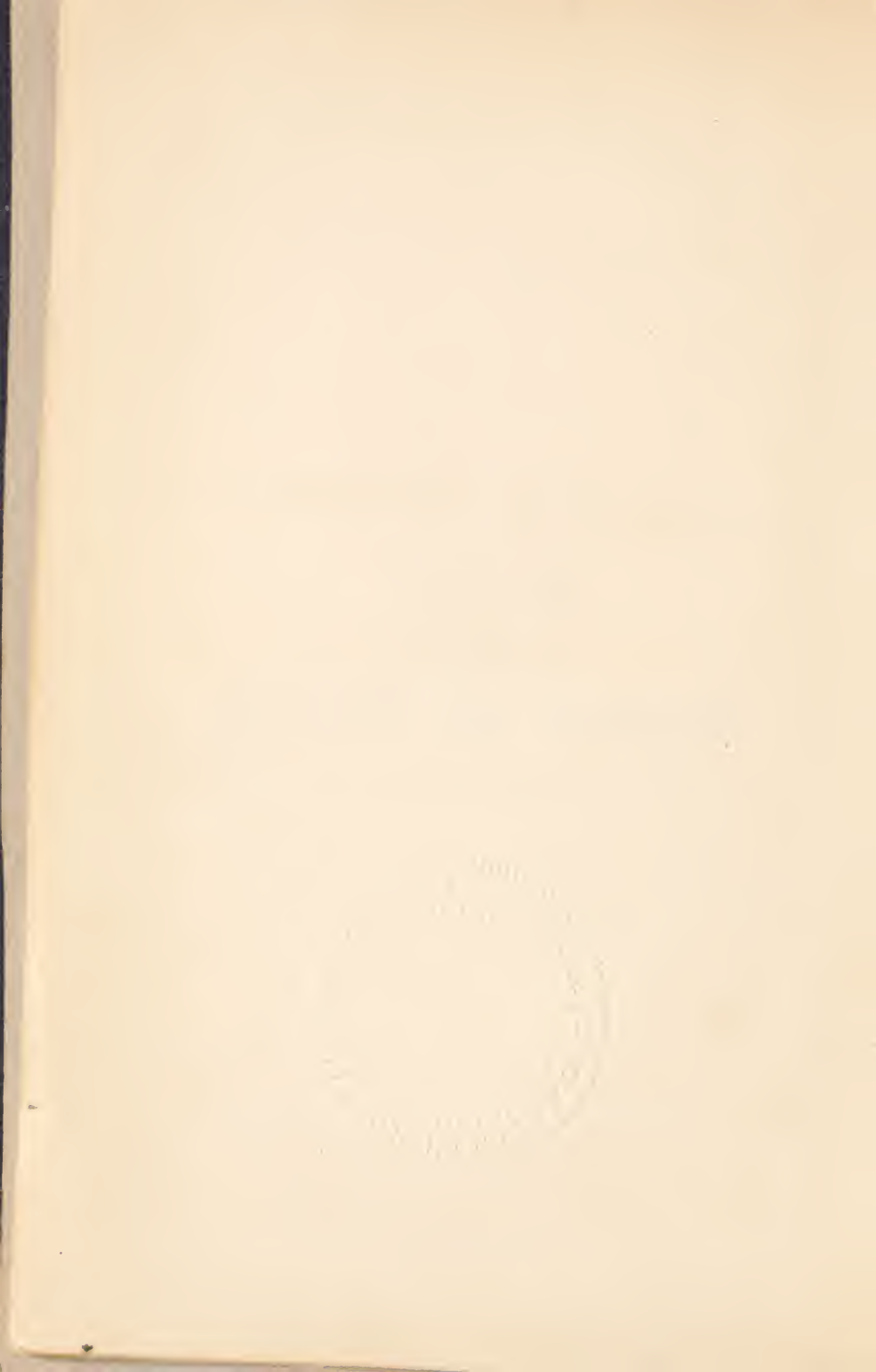
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REPORT
OF THE
President and Directors.



ANNUAL REPORT.


OFFICE OF THE
Baltimore & Ohio Rail Road Company,

October 1st, 1859.

In compliance with the Charter, the President and Directors submit to the Stockholders of the Baltimore and Ohio Rail Road Company, *the Thirty-third Annual Report.*

At the opening of the fiscal year, the great business and agricultural interests of the country continued depressed from the effects of the financial revulsion, and deficient crops. The recovery of the mercantile and manufacturing interests has been very gradual, and the results of the improved harvests of the past season, from the brief period elapsing prior to its close, scarcely affected the operations of the year.

As the profitable character of railway property is so intimately connected with, and so dependent upon, general prosperity in Agriculture, Manufactures and Commerce, the



Board, under circumstances so continuously adverse, present the accompanying Reports from the several Departments, with much satisfaction.

The favorable results thus realized, the Board anticipate, will confirm the confidence of Stockholders in the future profits and success of the Company.

I.—OF THE MAIN STEM.

The liabilities and assets of the Company are exhibited in the Treasurer's Statement A. The Revenue and Working Expenses are shown in Statement B.

The gross earnings of the Main Stem have been \$3,618,618 45, being a decrease, compared with the preceding year, of \$237,867 34.

The expenses of working and keeping the road and machinery in repair, have amounted to \$1,684,997 84, being 46.56 per cent. upon the revenue, exhibiting a decrease, compared with the previous year, of 19.07 per cent.

This marked improvement in the relation of expenditures to revenue, has resulted from economy of management.—A careful and thorough system of supervision of the disbursements of the Company, embracing especially the details of the entire service, has led to many important reforms. Valuable effects must continue to flow from these improvements in administration so successfully inaugurated, if the system be vigorously maintained.

Whilst the gross revenue, in comparison with the last fiscal year, has decreased \$237,867 34, the reduction of working expenses has amounted to \$846,201 45; thus exhibiting *an increase in net profits* of the Main Stem, of the very satisfactory sum of \$608,334 11, being upwards of 6 per cent. on the capital stock.

As interesting in this connection, and furnishing particulars of the reduction in expenses, the following analytic comparative statement is presented :



MAIN STEM.

Comparative Statement of the REVENUE and WORKING EXPENSES for the fiscal years 1858 and 1859.

	1858.	1859.	Decrease.	Incr.
REVENUE.....	\$3,856,485 79	\$3,618,618 45	\$237,867 34	
General Expenses.....	34,685 45	28,481 65	6,203 80	
Losses by Accidents, &c.	21,357 89	7,664 71	13,693 18	
Expen. of Transportation	662,222 48	533,487 03	128,735 45	
Repairs of Railway.....	829,143 02	346,206 88	482,936 14	
“ “ Water Stations	11,677 90	7,249 99	4,427 91	
“ “ Depots.....	43,061 93	18,547 08	24,514 85	
“ “ Bridges.....	24,991 29	18,588 38	6,402 91	
“ “ Telegraph....	3,413 87	2,277 70	1,136 17	
“ “ Sta. Mach'ry.	38,310 84	24,543 84	13,767 00	
Watching Cuts.....	32,873 30	30,765 59	2,107 71	
Watching Tunnels.....	2,293 35	1,443 15	850 20	
Watching Bridges.....	7,441 30	6,168 95	1,272 35	
Pumping Water.....	10,357 18	9,917 33	439 85	
Repairs of Locomotives..	372,849 92	281,458 16	91,391 76	
“ “ Dump Cars...	1,877 18	1,959 16		81 98
“ “ Passen. Cars.	52,213 06	49,308 50	2,904 56	
“ “ Burden Cars.	194,088 44	179,798 64	14,289 80	
Cleaning Engines & Cars	52,469 54	39,661 95	12,807 59	
Contingent Expenses of Machin'ry Department	2,850 60	3,149 25		298 65
Fuel.....	97,684 03	73,517 36	24,166 67	
Preparing Fuel and Fill- ing Tenders.....	35,333 93	20,802 54	14,531 39	
Repairs of Snow Plows...	2 79		2 79	
	\$2,531,199 29	\$1,684,997 84	\$846,582 08	380 63
			380 63	
Decrease of Work. Expen.			\$846,201 45	
“ “ Revenue.....			237,867 34	
Tot'l Increase of net earnings for the year, terminating 30 Sept., 1859, over the preceding year.			\$608,334 11	

By comparing the financial condition of the Company, presented at the corresponding date of 1858, it will appear that the following payments have been made, viz :

For full payment of the first Mortgage Loan for One Mil- lion Dollars.....	\$83,668 00
For liquidation of the entire Floating Debt, consisting of Bills Payable, previously issued, and maturing within the year.....	284,653 79
Amount carried over.....	\$368,321 79

Brought over.....	\$368,321 79
For increase of the Sinking Funds, (including investment in Mortgage Iron Bond of 1859, of \$113,333 33,).....	208,272 29
For additional advances, under the agreement, after crediting all Revenue received, to the N. W. Va. R. R. Co. for payment of interest, (including \$90,000 on the Bonds of that Company, guaranteed by the City of Baltimore,) and for expenditures in improving the condition of the Road, &c.....	321,530 55
Making.....	\$898,124 63
And the subjoined amounts have been invested in the respective items of Capital, viz:	
Cost of Road, (chiefly completion of arching tunnels,).....	\$42,909 48
Rolling Power, (payment to Ross Winans, for Locomotives, under contract assumed from N. W. Va. R. R. Co.)	37,891 00
Real Estate, (purchase of Hotel property at Martinsburg, and Land at Moundsville,).....	7,969 30
	88,769 78
On the 18th May last, the semi-annual Cash Dividend of 3 per cent. on the Capital Stock was paid, viz:.....	303,348 00
Exhibiting a Total of.....	\$1,290,242 41

In consequence of the gradually improving condition of the Northwestern Virginia Road, and the increased economy in working, the advances to that Company have been reduced, as compared with the preceding year, 49,581 20.

During the twelve months \$113,188 27, constituting the remainder of the Loan of the City of Baltimore, has been received. It will be noted that the Sinking Fund for the redemption of this debt, all of which is invested in Stock of the City, already amounts to \$671,614 76—an increase for the year of \$51,938 95. The aggregate of the Sinking Funds for the redemption of Mortgage debts and Ground Rent on Camden Station is eleven hundred and forty-five thousand five hundred and fifty-six dollars and forty-seven cents.

The balance of cash in the Treasury on the 30th of September, is \$226,583 12, after depositing \$165,000 00 for payment of interest on the City Loan, and the Bonds of this Company, which matures on this date. This sum presents an increase of cash on hand, compared with the close of the last fiscal year, of \$154,397 71.

The Bills Receivable, and sums due from Post Office Department for Mail service, are \$134,678 88, showing an increase, under similar comparison, of \$124,055 15.

The uncollected revenue amounts to \$264,981 32, whilst at the corresponding period of the preceding year, it was \$304,752 94.

Statement C of the Treasurer, exhibits the account of Profit and Loss. After charging discount on Bonds of the City of Baltimore, sold during the twelve months, \$1,199 53, interest and ground rents, \$751,543 94, tax on passengers, paid to the State of Virginia, \$11,593 90, and crediting the dividends and rents received from the Washington Branch, the increments of the Sinking Funds, and house rents paid into the Treasury, the net gain is shown, for the fiscal year, of \$1,343,389 84, being upwards of 13 $\frac{1}{2}$ per cent. on the Capital Stock.

An interesting feature in this statement arises from the improved financial condition of the Company, enabling it to purchase its supplies for cash, and to avoid the necessity of borrowing money. Consequently, the sum paid for interest is reduced \$62,637 32, as compared with the previous year.

Deducting the dividend of \$303,348 00 paid on May 18th last, the Profit and Loss account exhibits a surplus \$6,092,316 91, being an increase for the year, of \$1,040,041 84.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is exhibited by the statements of the Treasurer, D, E, and F.

It will be seen by statement E, that the revenue for the year has amounted to \$442,219 53, and the working expenses to \$173,679 25, leaving net \$268,540 28.

The gross revenue shows a decrease from the preceding year of \$27,203 39; but the improved economy of working, has reduced the expenses \$28,774 39, thus presenting a comparative net gain of \$1,571 00. The ratio of expenses to revenue for 1858, was 43 $\frac{1}{2}$ per cent., and for the past year 39.28 per cent. The decrease of revenue has arisen chiefly from the briefness of the last session of Congress.

Doubts have long been entertained of the propriety of paying to the State of Maryland the Capitation Tax of one-fifth of the gross revenue on that portion of passenger receipts between Baltimore and Washington City, derived from the service of nine miles of the Main Stem, between Baltimore and the Junction of the Washington Road. The Board, during the fiscal year of 1858, resolved to withhold this tax, amounting for that period to \$8,833 04, and test the validity of the right of the State to enforce the collection.

Without recognizing the equity of this tax, but governed by the desire of the Company to maintain the most friendly relations with the State, the Board has reconsidered its decision, and determined to pay the sum withheld, and to continue the payments until relief can be sought from the Legislature.

The sums paid to the State during the year on account of Capitation Tax, have been, viz :

For amount withheld for 1858.....	\$8,833 04
“ Tax on Passengers between Baltimore and Washington Junction, for the fiscal year 1859.....	8,600 66
“ Tax on Passengers between Washington Junction and Washington.....	68,470 41
	<hr/>
Making.....	\$85,904 11
Being 32 per cent. of the net earnings.	

A semi-annual dividend of $4\frac{1}{2}$ per cent. was paid in November, and the same in April last. A similar dividend for the past six months has been declared, payable on the 25th instant

The early completion of important lines terminating in the vicinity of Washington, which will open very direct communications with the principal Southern cities, has caused the Board to look with anxiety to arrangements for perfecting connections between the Washington Branch and its Southern associates, in order thus to complete this great national route.

The tedious and expensive transfer that has heretofore existed, has caused great annoyance to the immense travel

using this line. As the entire Country is interested in this improvement, the Board trust the requisite power for its accomplishment may be granted during the next session of Congress.

If suitable and economical transit for freight and passengers be secured, it is believed that important results, increasing the commercial prosperity of Baltimore and the District cities, will be realized.

III.—OF THE NORTHWESTERN VIRGINIA RAILROAD.

Statement G of the Treasurer, shows that the revenue of this road for the fiscal year has amounted to \$240,171 29, and the working expenses to \$198,270 58. This exhibit is accompanied by the remarks made at the close of the preceding year, viz: "In consequence of the incomplete condition of this road, arising chiefly from narrowness of embankments, vertical character of the cuts, etc., large sums that, from the difficulty of accurate adjustment, appear in the statement charged as repairs, properly belong to construction"—thus accounting for the extraordinary working expenses.

The gross revenue is \$7,832 77 less than for the previous year; but as the comparative expenses have been reduced \$54,982 21, the net result presents an increase of \$47,149 44. The ratio of working expenses to revenue for 1858 was 102.12, and for the past year 82 55 per cent.

The Report of the Master of Road presents the outlays for securing and improving the condition of Tunnels, and for additional ballasting, which have been directly charged to construction, viz: \$18,843 29. This sum is \$36,277 77 less than the amount advanced for construction for the previous year.

The large cost of working the road, causes the entire equipment and machinery to be furnished, under the contract, for the past as for the preceding year, by the Baltimore and Ohio Railroad Company, without interest upon the capital so invested.

It will be noted that the expenditures in improving the road-bed exceed those of 1858 \$5,914 37, and that on bridges the excess is \$4,668 34. Whilst these outlays have been onerous, the Board have continued to pursue this liberal policy to ensure safety in operating the road, and promote improved results in future.

The large sum of \$16,290 85 has been saved in the expense of watching Cuts and Tunnels. This economy has been effected by the discontinuance of night trains, which have been found neither necessary nor desirable, under existing circumstances.

The Northwestern Virginia Railroad, it will be remembered, was commenced under the joint auspices of the City of Baltimore and the Baltimore and Ohio Railroad Company. The City originally guaranteed one and a half millions of dollars of its first mortgage, and the Baltimore and Ohio Railroad Company one million of dollars of its second mortgage Bonds. Since that period, exclusive of an additional guarantee of half a million of dollars of Bonds, this Company has advanced to the Northwestern Virginia Railroad Company one million, seven hundred and ninety-five thousand, three hundred and twenty-six dollars, and twenty-nine cents. Included in this advance, under the agreement with that Company, has been ninety thousand dollars per year interest, paid on the Bonds for which the City is guarantor. This contract expires on 1st January, 1862, when more equitable arrangements for operating this road may be anticipated.

It thus appears that the great burdens connected with the completion of the enterprise have been borne, with trifling exception, by this Company. It is gratifying to state, that realizing these facts, and appreciating the value of this important auxiliary in advancing the commercial prosperity of Baltimore, the Councils of the City enacted an ordinance in June last, which was subsequently approved by the Mayor, appropriating 25 per cent. of the dividends to be received by the City for five years from that date, on its

Stock held in the Baltimore and Ohio Railroad, to aid the Northwestern Virginia Railroad Company in securing and arching the Tunnels on the line of its road.

Dividends of 6 per cent. will furnish \$52,500 per year for this most necessary and desirable work. An appropriation of a larger sum, so that these improvements could have been more rapidly constructed, would, in the judgment of this Board, have advanced the permanent interests of the City. As far as the limited means at the command of that Company will permit, the work will doubtless be energetically prosecuted.

GENERAL REMARKS.

The aggregate revenues, working expenses, and net results of the Main Stem, Washington Branch, and Northwestern Virginia Railroad, for the fiscal years terminating respectively 30th September, 1858 and 1859, have been, viz:

RVEVENUE.	1858.	1859.	DECREASE.
Main Stem.....	\$3,856,485 79	\$3,618,618 45	\$237,867 34
Washington Branch.....	469,422 92	442,219 53	27,203 39
Northwestern Va. R. R.....	248,004 06	240,171 29	7,832 77
	<u>\$4,573,912 77</u>	<u>\$4,301,009 27</u>	<u>\$272,903 50</u>
EXPENSES.			
Main Stem.....	2,531,199 29	1,684,997 84	846,201 45
Washington Branch.....	202,453 64	173,679 25	28,774 39
Northwestern Va. R. R.....	253,252 79	198,270 58	54,982 21
	<u>\$2,986,905 72</u>	<u>\$2,056,947 67</u>	<u>\$929,958 05</u>
Total decrease of Working Expenses.....			\$929,958 05
“ “ Gross Revenue.....			272,903 50
Total increase of Net Earnings.....			<u>\$657,054 55</u>

Exhibiting an aggregate reduction of \$929,958 05 in working expenses, compared with the preceding year ; thus,

notwithstanding the decrease of \$272,903 50 of gross revenue, accomplishing an increased net gain of \$657,054 55.

At the commencement of the year it was palpable from the general prostration of business, and the large financial engagements of the Company, that in order to produce satisfactory results to shareholders, and the tax-payers of the City and State, every judicious economy in management should be effected.

Accordingly, the attention of the Officers of the Company was directed to careful supervision of the economy of detail in the expenditures of their respective Departments, and the great reform of reduced and slow speed with heavy burden trains, and moderate and safe speed on passenger trains, was introduced.

The fruition of this system has been presented, and is alike most satisfactory and remarkable, although inaugurated during a period in which, in numerous cases, unprecedentedly low rates of transportation prevailed, and a serious conflict with the great rival Atlantic Lines was maintained effectively and successfully by the Baltimore and Ohio Company, in sustaining its cardinal policy of protecting and promoting the business interests of Baltimore.

The speed of heavy freight trains was reduced nearly forty per cent., viz: to eight and nine miles per hour, and of passenger trains to twenty and twenty-five miles per hour.

In this connection the subjoined extract from the Report of the Master of Road, is interesting: "Of both the Main Stem and Branches, it is proper to remark that a general reduction of speed has produced a most favorable effect in maintaining our road at greatly diminished expense, as well as a great diminution in number and extent of casualties.

"Having used 4,986 tons of new iron rails, re-laying 53 miles of track, and 158,876 new white oak ties (being 5,979 more than were used the preceding year) with good stone ballasting, and having improved the slopes and drainage during the year, the entire road is now in better condition than at any former period."

Connected with the decrease of speed, has been an efficient system established by the Transportation Department ensuring promptness of transit and regularity of delivery which has given generally increased satisfaction.

The reduced prices of material required in the service of the Road, and the ability of the Company to purchase its supplies for cash on the best terms have contributed largely to the increase of profits.

Interesting particulars in the expenditures of the Road Department—regarding completion of Tunnels, condition of the Bridges, and of the track on the Main Stem and Branches are presented in the report of the Master of Road, to which reference is solicited.

The Board has pleasure in acknowledging the vigorous and judicious action throughout the year, of the Master of Road, Mr. John L. Wilson, and of his assistant, Mr. S. D. McMurphy. The marked results accomplished, in fully maintaining and improving the Road at greatly reduced cost, endorse their ability and faithful service.

The report of the Master of Transportation is unusually full and interesting. The details of the important economies perfected, and improved systems introduced in his department, are presented. The comprehensive review of the sources of business of the road, accurate analyses of the local and through trade, and the history of the operations of the Department for the year, embrace much valuable information.

The important and advantageous results of the policy of the Company, in accommodating and developing every description of local traffic upon the Line of the Road, and its branches, are exhibited.

The revenue from passengers on the Main Stem shows an increase of \$8.329 19, all of which has been derived from the local travel. This increase is attributed to the enlarged facilities granted to commutation passengers, and the inducements systematically proffered for the use of round-trip tickets for short distances between various points upon the Line of the Road.

The loan of one million dollars, contracted for the construction of the Washington Branch Road, and secured by the first mortgage on the property of the Company, having been fully liquidated, the President and Treasurer, as Trustees under the mortgage, executed and recorded the proper release, in May last.

Much attention has been given to promoting the business in Lumber, Timber, and Coopers' Stuff. The increase, especially, from the Mountain Division of the road, the Parkersburg Branch, and the line west of Grafton to Baltimore, has been extraordinary. The aggregate transported in 1858 was 8,127 tons, while in 1859 it is 22,730 tons.

To accommodate the trade in heavy timber, which is designed for shipment to Europe, for naval purposes, the Company have constructed during the year twenty-two large double-truck cars, peculiarly adapted to the service, at a cost of \$8,311 60.

The superior and approved character of timber from the region of the Alleghanies, induces the expectation that this trade will expand and be permanent.

A considerable and gratifying increase in Way business is observable. The local resources of the road have been carefully cultivated, and every facility extended for their development. A large expansion in Way transportation of the following commodities, is exhibited, in the statements of the Department, viz: Flour, Grain, Tanner's Bark, Cement, Iron and Copper Ores, Pig Iron, Lime, Lime Stone, Leather, and Empty Barrels.

Steady effort has been made by the Company during the year, to establish a trade between the Local Stations and Baltimore and Washington, in marketing and the products of the dairy. A low tariff has been arranged, to induce the introduction of this system, so successfully obtaining on the New York and Erie, Reading, and other roads. It is hoped that the facilities offered by the Company, will attract the attention of parties interested, and lead to the prosecution of this desirable business.

It will be seen that there has been a falling off of 34,957 tons in the through tonnage from the West, and an increase of that transported to the West, of 11,690 tons. Short crops in part affected eastward bound freight, but a great decrease arose from the competition by the Northern roads, at prices so ruinously low, that this Company rejected much through traffic which was taken by those Companies at rates materially under the actual cost of transportation. If this unwise course had not been pursued, the revenue would have exceeded that of the previous year. The increase in westward bound tonnage is a favorable feature, indicating better appreciation by shippers of the advantages of the route—its promptness and reliability—improving also the net result in working the road, by lessening the number of empty cars to be returned to the west.

The great improvement, ranging from 25 to 27 per cent. in the Coffee, Sugar, and Syrup, as well as the decided increase in the Dry Goods and other trade of Baltimore, passing over the road, is gratifying. The statistics thus prove the wisdom of the policy of the Company in fully maintaining rates discriminating in favor of the business of the city.

The quantity of bituminous Coal transported during the year, paying freight, has been 343,729 tons,—an increase of 10,922 tons, compared with 1858.

The revenue from Coal for the year has been \$834,380 00, being \$30,619 05 less than for the preceding year; which, under the increased tonnage, is explained by the reduction of fifty cents per ton, which went into operation in March, 1858. At the rate obtained prior to that date, the increase of revenue for the past year would have been \$165,749 00.—The better demand for this valuable fuel, it is hoped, will improve the results hereafter.

A table is presented of the transportation of material for the use of the Company. Exclusive of the heavy item of Ballast, the large quantity of 81,500 tons of Fuel for the Locomotives, Iron and Cross-ties for the track, &c., has been hauled during the year, which was equal to 9,837,234 tons carried one mile. Pursuing the system established by the

Baltimore and Ohio Company, no entry is made to revenue, in any form, for this large amount of work. Many other Companies exhibit nominal revenue from this source.

It is shown by the statements of Revenue derived from Passenger, Express and Mail business, for 1859, on the Main Stem and Branches, that the aggregate earnings of passenger trains amount to \$1,260,688 01, being 29.31 per cent. of the gross revenue.

By reference to the abstract of tonnage carried one mile, it will be noted that the aggregate business of the Road exceeds that of 1858. This improvement has arisen entirely from the large expansion of the *Miscellaneous Local Tonnage*, which has increased 32,309 tons.

It is shown that, embracing the Through and Local trade, the falling off in Eastward tonnage is 16,899 tons, and the gain in that, Westward, 25,941 tons, making an aggregate excess over 1858, of 9,042 tons, and an actual increase in the tons hauled one mile on the Main Stem, of 1,870,460.

It is thus clear, as the actual transportation has been greater than for the preceding year, that the reduction of Revenue has arisen exclusively from the reduced and low rates at which the work has been transacted.

The total decrease of Working Expenses on			
the Main Stem and Branches, is	-		\$929,958,05
The reduction in the sum paid for interest,			
arising from the improved financial condition of the Company, resulting from the			
decrease of expenses, is	-	-	62,637,32
			<hr/>
Making,	-	-	\$992,595,37

It therefore appears, that, with a larger aggregate of service performed, the economies perfected have produced an improvement in comparative results, of nine hundred and ninety-two thousand, five hundred and ninety-five dollars, and thirty-seven cents.

The Board perform an agreeable duty in tendering their cordial acknowledgements to the Master of Transportation,

Mr. W. P. Smith, for the able and successful administration of the affairs of his Department.

From the report of the Master of Machinery, it will be observed that all the Engines regularly in the Passenger and Freight service, have been, in pursuance of policy of the the Company, altered to burn coal, with very economical and satisfactory results. The average cost of fuel on 18 Passenger Engines, which have been burning coal for the last six months, has been 2⁸/₁₀ cents per mile, whilst the same engines, when burning wood, cost for fuel, from 8 to 9 cents per mile.

The principal contract for coal, delivered on the Company's cars at Piedmont, is made at 55 cents per ton of 2240 lbs. The large comparative advantages of this Company over its rival Lines in this leading item of expenditure, can be readily appreciated.

The cost of fuel and its preparation, was in 1858.....	\$133,017 96
For " " " " " 1859.....	94,319 90
Exhibiting a reduction of.....	<u>\$38,698 06</u>

The repairs of Passenger Cars were, in 1858...	\$52,213 06	
" " " " " 1859...	49,308 50	2,904 56
The Repairs of Burden Cars were, in 1858....	\$194,088 44	
" " " " " 1859....	179,798 64	14,289 80
		<u>\$17,194 36</u>

These expenditures, it will be observed, are large, being but \$17,194 36 less than for the preceding year. As, however, the Master of Machinery reports this and some other machinery as not maintained, a fund has been reserved from the profits, in materials on hand, of \$47,022 29, for the renewal and improvement of machinery.

From the period the Company expended \$495,000 in the purchase and partial improvement of the Camden Station property, the expectation has been entertained of closing one or more streets passing through these grounds, between Eutaw and Howard Streets, for the purpose of adding to the

convenience of the public, and the facilities of the Company. During the last session of the Councils of the City, the members thoroughly investigated this subject, and both Branches passed an ordinance to close Conway Street, between the points designated.

It is a source of regret that the Mayor vetoed this important measure. It was the design of the Board to enclose the Station, and extend the structures, so as to add much to the appearance of this section of the city. In the judgment of the Board, the interest of property-holders in the vicinity would be thus promoted, and the comfort of passengers, and the ability of the Company to afford accommodations to the public, increased. It is believed that upon renewed examination, the power to carry out these desirable improvements will be granted.

The effect of the perfect arching, and entire completion of the Tunnels on the Main Stem, ensuring regularity and safety, and avoiding the use of extra motive power, has been most happy upon the business, and contributed largely to the successful working of the Road. The extraordinary exemption from accidents, due largely to the reduced speed of trains, and the careful system in the service is noteworthy. These combined causes act very favorably in lessening the wear and cost of maintenance of machinery.

The Board view with interest the subject of improving arrangements for the transfer of business over the Ohio river. It is desired that plans may be consummated at an early period, for suitable bridge connections with our Western allies.

The completion of the Columbus and Piqua Railroad during the year, gives this Company an additional important and useful connection with Chicago and the North West, both for passengers and freight. Merchandise loaded in Baltimore can now be sent promptly through to Chicago with but one change of cars, and the benefits of this trade are already felt.

The improved condition of the Central Ohio Road, and the great promptness and regularity with which it has been

worked, have aided materially in advancing the interests of the route. The perfecting of connections with new and important lines, thus opening, for business intercourse with Baltimore, large sections of country, is constantly increasing its value.

The Marietta and Cincinnati Road has been much improved, and will be finished to a point opposite Parkersburg within ninety days, when the advantages of this line may be expected to be rapidly developed.

The Central Ohio Road, the Marietta and Cincinnati and their affiliate lines, afford the most desirable and valuable connections with the fertile and populous regions lying between the Ohio river and the Lakes.

The Louisville and Nashville Road will be completed within one month, opening a direct communication with the heart of the South-west. The operation of this and other Southern and Western lines, combined with the superior advantages of Parkersburg as a Port for the great river traffic, and the excellent location of Baltimore, will enable this Company to outflank their Northern competitors in the contest for the South-western trade.

The leading enterprise, essential and demanded to promote its commerce and prosperity, and give to the city of Baltimore the mercantile prominence to which its position and advantages entitle it, is the establishment of a Line of Steamships for European trade.

Since the opening of the Baltimore and Ohio Road to the Ohio river, and the completion of its Western rail connections, the large supplies of agricultural products transported over the route, have furnished bases for the profitable employment of numerous Steamers which regularly ply between Baltimore and the principal Northern and Southern cities upon the sea-board. These organizations have proved equally profitable to their proprietors, and favorable for the general interest. It is believed that a similar result awaits the important enterprise presented. With the extensive capacity proffered by the Baltimore and Ohio road, and the comparatively low rates of freight to and from the great

central regions of the West and South-west, Baltimore offers superior attractions for direct trade with Europe. Whilst the proposed facilities would tend to strengthen and advance the interests of her citizens, especially those engaged in the Import and Export trade, there is little doubt the Merchants of Cincinnati, Louisville, St. Louis, and other Western and South-western cities, would then select this as their most natural, desirable, and economical channel for foreign intercourse. It is hoped this subject will receive effective attention at an early period.

The Board congratulate the Stockholders upon the conservative course pursued in suspending dividends during 1858, and using the earnings for the payment of the sums necessarily advanced for the Northwestern Virginia Railroad Company, and for maintenance in full integrity of the Sinking Funds. The wisdom of this action is demonstrated by the present prosperous condition of the Company. The return to regular payment of semi-annual dividends, has been judiciously accomplished, and can hereafter be confidently relied upon.

With the incubus of floating debt removed, and abundant ability to meet conveniently all its engagements, including the large appropriations for increase of Sinking Funds, by which provision is made for payment at or about maturity, of its entire funded debt, a most satisfactory system of finance presented.

By order of the Board,

JOHN W. GARRETT,

President.

TREASURER'S
Annual Statements.



A

STATEMENT OF THE LIABILITIES AND ASSETS

Of the BALTIMORE AND OHIO RAILROAD COMPANY, on the 30th September, 1859.

LIABILITIES.					
Stock held by individuals.....	\$5,426,200 00				
" " the City of Wheeling.....	500,000 00				
" " City of Baltimore.....	3,500,000 00				\$5,926,200 00
" " State of Maryland.....	685,600 00				
Scrip not funded.....				4,185,600 00	
Preferred Stock, (State 5 per cent. Sterling Bonds,).....				7,102 00	
Loan redeemable in 1867, interest payable quarterly.....				3,000,000 00	
Mortgage Bonds given for Iron, (of this amount \$339,999 99 is held in Sinking Fund for redemption of mortgage debts.).....				1,000,000 00	
Loan redeemable in 1875, with coupons, interest semi-annually, in January and July.....				453,333 32	
" " in 1880, " " " "				1,128,500 00	
" " in 1885, with coupons, interest semi-annually, in April and October.....				700,000 00	
City Loan.....				2,500,000 00	
Open Accounts.....				5,000,000 00	
Unclaimed Dues.....				81,189 96	
Washington Branch Road.....				19,942 35	
Profit and Loss.....				184,192 34	
				6,092,316 91	
					\$30,278,376 88
ASSETS.					
Cost of Road.....	18,513,854 41				
Second Track.....	1,548,340 96				
Rolling Power.....	3,576,251 03				
Real Estate.....	1,252,968 59				
Bonds of the Central Ohio Railroad Company.....				24,891,414 99	
Central Ohio Railroad Company.....				400,000 00	
Western Telegraph Company.....				41,371 48	
Stock of the Pittsburg and Connellsville Railroad Company.....				2,191 27	
North Western Virginia Railroad Company.....				35,000 00	
Bills receivable for notes of North Western Virginia Railroad Company, for Loans, etc.....	1,818,343 87				
	476,982 42				
Wellersburg and West Newton Plank Road Company.....				1,795,326 29	
Stock of the Washington Branch Road.....				6,050 00	
Sinking Fund—For redemption of the Five Million Loan.....	671,614 76			1,016,800 00	
" " of the Mortgage Debts.....	413,221 73				
" " of the Ground Rents on Camd. Sta.	60,719 93				
Bills Receivable.....	44,277 56			1,145,556 42	
Certificates of Post Office Department for Mail Service to 30th June, 1859.....	58,980 26				
Post Office Department for Mail Service from 1st July to 30th Sep- tember, 1859.....	31,421 06				
Cash in the hands of Officers for disbursements.....				134,678 88	
Outstanding Dues.....				2,054 75	
Uncollected Revenue.....				69,556 22	
Materials on hand in Machinery Department as per statement D.....	122,491 06			264,981 32	
Less Fund reserved for renewal and improvement of Machinery.....	47,022 29			75,468 77	
Road Department—Materials on Hand, viz : Old Iron Rails.....	92,040 00				
" " New Iron Rails.....	79,303 37				
Treasurer—Balance in Treasury after payment of \$75,000 for inter- est on City Loan, and of \$80,000 for interest on the Mortgage Bonds of the Company, which matures on the 1st proximo.....				171,343 37	
				226,583 12	
					30,278,376 88

Treasurer's Office, Baltimore and Ohio Railroad Company, }
October 1st, 1859. }

J. I. ATKINSON, *Treasurer.*

B.

STATEMENT OF THE REVENUE AND WORKING EXPENSES

*Of the BALTIMORE AND OHIO RAIL ROAD COMPANY, for the fiscal year
ending 30 September, 1859.*

Revenue.....		3,618,618 45
General Expenses.....	28,431 65	
Losses by Accidents, &c.....	7,664 71	
Expenses of Transportation.....	533,487 03	
* Fuel.....	73,517 36	
* Preparing Fuel and Filling Tenders.....	20,802 54	
Repairs of Railway.....	346,206 88	
Repairs of Water Stations.....	7,249 99	
Repairs of Depots.....	18,547 03	
Repairs of Bridges.....	18,588 38	
Repairs of Telegraph.....	2,277 70	
Repairs of Stationary Machinery.....	24,543 84	
Watching Cuts.....	30,765 59	
Watching Tunnels.....	1,443 15	
Watching Bridges.....	6,168 95	
Pumping Water.....	9,917 33	
Repairs of Locomotives.....	281,458 16	
Repairs of Dump Cars.....	1,959 16	
Repairs of Passenger Cars.....	49,308 50	
Repairs of Burden Cars.....	179,798 64	
Cleaning Engines and Cars.....	39,661 95	
Contingent Expenses of the Machinery Depart.	3,149 25	
		1,684,997 84
Excess of Revenue over Working Expenses..		1,933,620 61

Working Expenses $46\frac{56}{100}$ per cent.

*These accounts have heretofore been included in Expenses of Transportation.

Treasurer's Office, Baltimore and Ohio Rail Road Company, }
1st October, 1859. }

J. I. ATKINSON, *Treasurer.*

DR. *Main Stem statement of Profit and Loss for the fiscal year ending 30th September, 1859.* CR.

1859	May 18.....	To Dividend of 3 per cent. on the Capital Stock.....		October 1.....	By Balance at the credit of this account.....	5,052,275 07
	Septem. 30...	" Discount on Bonds of the City of Baltimore.....	\$293,248 00	November 23	" Dividend of 4½ per cent. for the six months ending 30th September, 1858, on 10,168 shares of the Washington Branch Stock, owned by the Main stem.....	45,756 00
	" "	" Interest.....	1,109 53	1859	" Dividend of 4½ per cent. for the six months ending 31st March, 1859, upon the same.....	45,756 00
	" "	" Ground Rents.....	726,224 31	April 25.....	" Increment from the Five Million Loan Sinking Fund, being the amount raised during the year.....	40,620 14
	" "	" Virginia State Tax on Passengers.....	25,319 63	Septem. 30...	" Increment from the Sinking Fund to redeem the Mortgage Debts during the year.....	12,221 74
	" "	" Balance carried down.....	11,503 90	" "	" Increment from the Ground Rent Sinking Fund during the year.....	7,778 27
			6,092,316 91	" "	" One year's rent from the Washington Branch Road, use of Shops at Mount Clare, etc.....	17,126 67
				" "	" House rents received during twelve months, ending this day.....	4,847 78
				" "	" Revenue for 12 months ending this day.....	1,933,020 61
				" "	" Less expenses for the same period.....	7,160,002 28
			\$7,160,002 28			
				1859	By Balance brought down.....	6,092,316 91
				October 1.....	Add 3 per cent. Dividend paid 18th May, 1859.....	303,318 00
						6,395,634 91
					Deduct balance 1st October, 1858, as above shewn.....	5,052,275 07
					Total increase of Profit and Loss for the fiscal year.....	1,343,359 81

*Treasurer's Office, Baltimore and Ohio Railroad Company,
October 1st, 1859.*

J. I. ATKINSON, *Treasurer.*

D.

STATEMENT OF THE LIABILITIES AND ASSETS

Of the WASHINGTON BRANCH ROAD on the 30th September, 1859.

LIABILITIES.	
Stock	\$1,650,000 00
Annuity (Principal).....	25,000 00
Due other Roads for Through Tickets.....	19,868,81
Profit and Loss	165,386 63
	<hr/>
	\$1,860,255 44
ASSETS.	
Road, from Washington Junction to Washington City, with Real Estate and Equipments.....	\$1,650,000 00
Uncollected Revenue..	18,108 30
Amount due by the Baltimore and Ohio Railroad Company.....	184,192 34
Old Iron Rails on hand	7,650 00
New Iron Rails on hand.....	304 80
	<hr/>
	\$1,860,255 44

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1859.

J. I. ATKINSON, *Treasurer.*

E.

STATEMENT OF THE REVENUE AND WORKING EXPENSES

Of the WASHINGTON BRANCH ROAD, for the fiscal year ending 30th September, 1859.

REVENUE.....		\$442,219 53
Expenses of Transportation.....	\$79,914 98	
* Fuel.....	10,518 33	
* Preparing Fuel and Filling Tenders.....	1,295 70	
Losses by Accidents, &c.....	195 63	
Repairs of Bridges.....	393 21	
“ “ Railway.....	21,989 26	
“ “ Depots.....	660 61	
“ “ Water Stations.....	260 84	
Pumping Water.....	1,130 35	
General Expenses.....	2,493 88	
Repairs of Locomotives.....	9,669 41	
Cleaning Engines and Cars.....	4,741 93	
Repairs of Passenger Cars.....	20,976 17	
“ “ Dump Cars.....	46 30	
“ “ Burden Cars.....	11,790 17	
Contingent Expenses of the Machinery Department	602 48	
		173,679 25
Excess of Revenue over Working Expenses.....		\$268,540 28

Working Expenses $39\frac{23}{100}$ per cent.

*These accounts have heretofore been charged to Expenses of Transportation.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1859.

J. I. ATKINSON, Treasurer.

G

STATEMENT OF THE REVENUE AND WORKING EXPENSES

Of the NORTH WESTERN VIRGINIA RAILROAD for the fiscal year ending 30th September, 1859.

REVENUE.....		\$240,171 29
Expenses of Transportation.....	\$50,175 27	
*Fuel.....	4,733 97	
*Preparing Fuel and Filling Tenders.....	3,757 40	
Repairs of Railway.....	67,879 16	
" " Water Stations.....	1,120 23	
" " Telegraph.....	591 03	
" " Stationary Machinery.....	2,346 76	
Pumping Water.....	2,584 50	
Repairs of Locomotives.....	31,059 99	
" " Burden Cars.....	11,218 45	
" " Passenger Cars.....	3,609 56	
Losses by Accidents, &c.....	359 02	
Repairs of Bridges.....	4,839 21	
" " Dump Cars.....	606 07	
General Expenses.....	2,214 16	
Repairs of Depots.....	2,799 97	
Cleaning Engines and Cars.....	4,143 51	
Contingent Expenses of the Machinery Department	562 62	
Watching Cuts.....	2,252 90	
" Tunnels.....	1,361 90	
" Bridges.....	54 90	
		\$198,270 58
Excess of Revenue over Working Expenses.....		\$41,900 7 1

Working Expenses $82\frac{55}{100}$ per cent.

*These accounts have heretofore been charged to Expenses of Transportation.

NOTE.—In consequence of the incomplete condition of this Road, arising chiefly from narrowness of embankments, vertical character of the cuts, &c., large sums, that from the difficulty of accurate adjustment, appear in the above statement charged as Repairs, properly belong to Construction.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
1st October, 1859.

J. I. ATKINSON, *Treasurer.*



REPORT

OF THE

Master of Transportation.



Transportation Department's Report.

Master of Transportation's Office,

BALTIMORE AND OHIO RAILROAD,

OCTOBER 1ST, 1859.

J. W. GARRETT, Esq.

President of the Baltimore and Ohio Railroad Company:

SIR :

While conforming as nearly as practicable to the general arrangement of the reports of this Department for several years past, in preparing its report for the fiscal year of 1858 and 1859, the hope is indulged that a somewhat fuller, and perhaps a more distinct analysis of our operations will be given than heretofore. The aggregate receipts of the road for this period have varied but slightly from those of the preceding year, but the actual results obtained are nevertheless marked and important, as will be pointed out in these pages,—so far, at least, as they relate to the concerns of this office.

THE REVENUES.

The customary tables, which are given below, present a full statement of the receipts of the Company from the entire line; and a detailed comparison with the revenues of 1858, viz :—

A.

STATEMENT OF REVENUE

Earned on the Main Stem of the Baltimore and Ohio Railroad, from the 1st October, 1858, to the 30th September, 1859, viz :

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passeg's & Tonnage.
October.....1858.....	\$72,264 95	\$260,346 82	\$332,611 77
November..... "	56,917 82	263,275 64	320,193 46
December..... "	48,499 80	229,281 20	277,781 ...
January.....1859.....	42,828 ...	211,603 07	254,431 07
February..... "	42,523 87	204,795 62	247,319 49
March..... "	60,679 16	269,773 70	330,452 86
April..... "	55,504 88	246,806 65	302,311 53
May..... "	53,367 51	281,477 61	334,845 12
June..... "	55,456 38	245,017 12	300,473 50
July..... "	59,952 85	201,636 77	261,589 62
August..... "	68,502 66	254,855 86	323,358 52
September..... "	73,709 41	259,541 10	333,250 51
Totals.....	\$690,207 29	\$2,928,411 16	\$3,618,618 45

B.

STATEMENT OF REVENUE

Earned on the Washington Branch of the Baltimore and Ohio Railroad, from the 1st October, 1858, to the 30th September, 1859, viz :

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passeg's & Tonnage.
October.....1858.....	\$32,383 81	\$10,681 60	\$43,065 41
November..... "	25,922 79	9,515 56	35,438 35
December..... "	26,854 82	8,747 49	35,602 31
January.....1859.....	27,271 87	9,667 61	36,939 48
February..... "	28,409 31	8,018 63	36,427 94
March..... "	31,132 53	9,623 74	40,756 27
April..... "	25,449 07	8,461 62	33,910 69
May..... "	25,766 46	8,949 15	34,715 61
June..... "	25,269 30	9,356 29.	34,625 59
July..... "	26,308 30	5,476 14	31,784 44
August..... "	30,075 29	8,452 12	38,527 41
September..... "	30,413 02	10,013 01	40,426 03
Totals.....	\$335,256 57	\$106,962 96	\$442,219 53

C.

STATEMENT OF REVENUE

Earned on the Northwestern Virginia Railroad, from the 1st October, 1858, to the 30th September, 1859, viz :

Months.	Revenue from Passengers.	Revenue from Tonnage.	Total Revenue from Passengers and Tonnage
October.....1858.....	\$3,634 37	\$12,083 55	\$15,717 92
November..... "	3,522 56	21,725 38	25,247 94
December..... "	3,260 56	19,558 38	22,818 94
January.....1859.....	2,711 80	20,118 74	22,830 54
February..... "	2,665 92	17,218 43	19,884 35
March..... "	4,241 41	25,534 14	29,775 55
April..... "	4,155 20	20,383 73	24,538 93
May..... "	3,184 85	18,273 59	21,458 44
June..... "	3,112 35	12,232 72	15,345 07
July..... "	2,779 67	8,007 52	10,787 19
August..... "	3,533 38	8,705 62	12,239 ...
September..... "	3,518 06	16,009 36	19,527 42
Totals.....	40,320 13	\$199,851 16	\$240,171 29

D.

SUMMARY OF REVENUE FOR THE ENTIRE ROAD FOR 1859,
Compared with the Revenue for the fiscal year ending 30th September, 1858.

MAIN STEM PROPER.

	Passengers.	Tonnage.	Totals.
For 1859.....	\$690,207 29	\$2,928,411 16	\$3,618,618 45
For 1858.....	681,878 10	3,174,607 69	3,856,485 79
Increase	\$8,329 19	.....	.....
Decrease .....	.....	\$246,196 53	\$237,867 34

NORTHWESTERN VIRGINIA ROAD.

	Passengers.	Tonnage.	Totals.
For 1859.....	\$40,320 13	\$199,851 16	\$240,171 29
For 1858.....	41,030 30	206,973 76	248,004 06
Decrease	\$710 17	\$7,122 60	\$7,832 77

WASHINGTON BRANCH ROAD.

	Passengers.	Tonnage.	Total.
For 1859.....	\$335,256 57	\$106,962 96	\$442,219 53
“ 1858.....	345,367 38	124,055 54	469,442 92
Decrease.....	\$10,110 81	\$17,092 58	\$27,203 39

MAIN STEM AND NORTH-WESTERN VIRGINIA ROADS.

	Passengers.	Tonnage.	Total.
For 1859.....	\$730,527 42	\$3,128,262 32	\$3,858,789 74
“ 1858.....	722,908 40	3,381,581 45	4,104,489 85
Increase.....	\$7,619 02	.....	.....
Decrease.....	.....	\$253,319 13	\$245,700 11

MAIN STEM, NORTH-WESTERN VA. AND WASHINGTON BRANCHES.

	Passengers.	Tonnage.	Totals.
1859.			
Main Stem.....	\$690,207 29	\$2,928,411 16	\$3,618,618 45
North-Western Va.....	40,320 13	199,851 16	240,171 29
Washington Branch....	335,256 57	106,962 96	442,219 53
	\$1,065,783 99	\$3,235,225 28	\$4,301,009 27
1858.			
Main Stem.....	\$681,878 10	\$3,174,607 69	\$3,856,485 79
North-Western Va.....	41,030 30	206,973 76	248,004 06
Washington Branch....	345,367 38	124,055 54	469,422 92
	\$1,068,275 78	\$3,505,636 99	\$4,573,912 77
	1,065,783 99	3,235,225 28	4,301,009 27
	\$2,491 79	\$270,411 71	\$272,903 50

These exhibits prove a decrease in the aggregate revenue of the Main Stem proper of \$237,867 34;—on the North-Western Virginia Road of \$7,832 77, and on the Washington Branch \$27,203 39—making a total decrease of \$272,903 50.

OPERATIONS OF THE MAIN STEM.

PASSENGER TRANSPORTATION.

The returns show an increase in passenger revenue of \$8,329 19, upon the Main Stem proper. The amount of Passenger revenue, which is \$690,207 29, bears a proportion to the whole revenue of the Main Stem of 19.17 per cent.

This increase has been derived entirely from the local travel—the through travel having slightly fallen off. In the number of first-class through passengers there has been but a trifling decrease, with a larger reduction in the Westward bound Emigrant business.

Through Passengers.

The variation in the through travel from that of the preceding year is more clearly shown by the following comparative abstract :—

	1859.	Mileage.	1858.	Mileage.
First Class.....	28,125		28,341	
Emigrant.....	4,398½		6,710	
	32,523½	12,288,242	35,051	12,679,295

It thus appears that the first-class through travel between the East and West has decreased only 216 tickets during the past fiscal year—being less than one per cent. It will be noted, that while the first-class tickets from the East have decreased 875, those from the West have increased by 659—thus leaving the net decrease only 216, as stated.

The falling off in Emigrant travel is accounted for by the greatly reduced emigration. From reliable sources it is known that the number of Emigrants arriving at New York during the calendar year of 1857 was 183,773:—for 1858, 78,859. The Emigration to Baltimore direct has lessened during the same time by about the same relative extent, which more than exceeds the per centage of the reduction in our Emigrant tickets.

The revenue derived from through travel for the year has been \$261,814 17 on Main Stem account, being a per centage of 37.64 upon the entire Passenger revenue of \$690,207 29.

The amount earned by the Passenger trains on the Main Stem for Mails and Express business is \$156,774 02, which is included in the revenue statements, under the head of Tonnage. This would make the aggregate earnings of the Main Stem passenger trains \$846,981 31. The Mail and Express returns on the Washington Branch, and the North western Virginia Road, being \$38,110 00, the aggregate earnings by the Passenger Trains is \$1,260,688 or equal to 29³¹/₁₀₀ per cent. of the entire Revenue.

The Local Travel.

The local travel on the Main Stem may be stated as follows, viz :—

1858.				1859.			
	EAST.	WEST.	TOTAL.		EAST.	WEST.	TOTAL.
Passengers,	130,690	130,693	261,383	||	145,425	157,004	302,429
Mileage,	5,786,994	6,729,109	12,516,013	||	5,354,403	8,223,527	13,577,930

By this it will be seen that the number of local passengers has increased by 41,046, and the number carried one mile by 1,061,917.

One of the causes of the increased revenue and mileage from the local travel is the enlarged facilities granted to commutation passengers ; the inducements of this character offered by the Company being more generally availed of than heretofore. It is believed that this class of our local travel will continue to increase largely under the more general and better defined regulations of the Company, recently established for its encouragement.

In pursuance also of our efforts for developing the local travel, several important changes have been made during the year, in extending the facilities of round trip tickets for short distances, and adding to the number of places between which they are sold.

By the following statement of passengers transferred at the Benwood connection, it would appear that there has been a falling off of 4,959 from 1858, of which 1,673 were through passengers to and from the Central Ohio Railroad.

A Statement of No. of Passengers transferred at Benwood and Bellaire, between the Baltimore and Ohio and Central Ohio Roads, from October 1st, 1858, to September 30th, 1859.

Month.	Through.	Way.	Total.
October .....1858.....	3,245	403	3,648
November..... “	2,473	297	2,770
December..... “	993	269	1,262
January.....1859.....	1,012	266	1,278
February..... “	1,738	210	1,948
March..... “	2,490	238	2,728
April..... “	1,799	222	2,021
May..... “	2,506	239	2,745
June..... “	2,275	273	2,548
July..... “	2,102	215	2,317
August..... “	2,481	268	2,749
September..... “	3,090	286	3,376
	26,240	3,186	29,390

This result is explained by the reduced emigrant travel, and the increased number of passengers by the Parkersburg fork of the Baltimore and Ohio road.

Much further information connected with the passenger business of the Company may be obtained in the extended tables to be found in the Appendix, as arranged by the General Ticket Agent. They are lettered E. F. and G.

TONNAGE TRANSPORTATION.

As has already been seen by the revenue tables, there has been a falling off in the receipts from tonnage upon the Main Stem proper of \$246,196 53—the aggregate revenue under this head having been \$2,928,411 16, to \$3,174,607 69 for 1858. This decrease represents a per centage of between 7 and 8 per cent.

General Tonnage and Mileage.

The following carefully prepared detailed abstract will fully show the sources and distribution of the tonnage hauled by the Company during the year.

Statement showing the Number of Tons Transported upon the Baltimore and Ohio and North Western Virginia Railroads, with the Tonnage Carried One Mile, for the fiscal year ending 30th September, 1859,*

ON THE MAIN STEM PROPER.

EASTWARDLY.		Tons.	Tons One Mile.
To Balto. } includ. freight { fr'm Wheeling } to Eas. cities. { " Benwood. (Main Stem proportion.) " Parkersb'g		19.100	7.238.918
		44.782	16.793.319
		71.245	19.877.408
Total of <i>Through Freight</i> EAST,		135.127	43.909.646
" From Ellicott's Mills,	} <i>First Class Stations.</i>	10.598	158.971
" " Frederick,		7.018	425.499
" " Harper's Ferry,			
(Including Winchester Road.)		11.994	971.559
" " Martinsburg,		2.264	226.418
" " Cumberland, } excl.		5.967	1.062.620
" " Piedmont, } of Coal		113	23.292
" " Grafton,		484	135.314
" " Cameron,		472	165.755
" " Moundsville,		1.764	649.445
<i>Second Class Stations.</i>			
{ On the Main Stem,		62.249	8.823.634
{ " N. W. Va. Road,		5.609	1.627.944
" Coal from all points on M. Stem,		323.899	65.734.089
" From Washington Branch }		25.951	233.559
(Main Stem proportion.) }			
Total Local to Baltimore.....		458,387	80,288,109
Total Through and Way to Balto...		593.510	124,144,755
From Local to Local Stations. } Coal		19.830	2.296.181
		41.843	3.498.177
" " W. of Grafton to N. W. Va. R.		469	37.781
To Local Stations from Parkersburg		849	110.283
" " " " N. W. Va. R.		2,820	122,587
Total of Local Freight <i>East</i>		524.198	86.353.109
Total <i>Eastward</i> on Main Stem.....		659.325	130.262.755

The Tonnage is rated at 2,000 pounds in this report, in all cases except Coal, or where it is otherwise expressly stated. Coal is always rated at 2,240 pounds on the Company's books, and so calculated here.

MAIN STEM PROPER.—CONCLUDED.

WESTWARDLY.			Tons.	Tons One Mile.
From Baltimore	Including freight fr'm E. cities.	{ To Wheeling,	11,657	4,417,794
"		{ " Benwood,	33,497	12,561,500
"		{ " Parkersburg,	21,316	5,974,164
Total of <i>Through Freight West</i> ,			66,470	22,923,753
"	to Ellicott's Mills	First Class Stations.	14,386	215,798
"	" Frederick,		12,224	745,692
"	" Harper's Ferry		9,735	788,655
"	(including Winchester Road.)			
"	" Martinsburg,		1,843	184,390
"	" Cumberland,		6,993	1,244,816
"	" Piedmont,		672	138,504
"	" Grafton,		195	54,642
"	" Cameron,		99	34,310
"	" Moundsville,		111	41,105
"	" Benwood,	591	221,631	
"	" Wheeling,	7,848	2,974,392	
"	" Parkersburg,	807	225,153	
<i>To 2nd Class Stations:</i>				
	{ On Main Stem,.....		32,225	1,727,399
	{ On N. W. Va. Road,		1,708	490,092
"	To Washington Branch, }		46,294	416,646
	(Main Stem proportion,)			
Total Local Freight from Baltimore,.....			135,731	9,503,225
From Local to Local Stations,	{ Coal, } { Miscellaneous, }		19,861	1,149,580
" " on Main Stem to Parkersburg.....			38	4,157
" " East of Grafton to N. W. Va. Railroad			225	23,277
" " West of Grafton to N. W. Va. Railroad			426	28,672
<i>Total of Local Freight West</i>			156,281	10,707,915
Total <i>Westward</i> on Main Stem,.....			222,751	33,631,668
Grand Total East & West, Through & Local on M. Stem			882,076	163,894,423

NORTHWESTERN VIRGINIA ROAD.

EASTWARDLY.		TONS.	Tons One Mile.
From Parkersburg to Baltimore.....		71,245	7,409,499
" " to Local Sta. on M. Stem		849	88,325
" " " N. W. Va. R.		1,650	96,899
From Local Stations to Baltimore.....		5,609	215,596
" " " to Local Stations East of Grafton.....		1,548	130,966
From Local Sta. to Lo. Sta. N. W. Va. R.		2,193	106,665
Total Eastward.....		83,094	8,047,950
WESTWARDLY.		TONS.	Tons One Mile.
From Baltimore to Parkersburg.....		22,124	2,300,922
" " to Local Stations.....		1,708	38,425
From Local Stations to Parkersburg.....		4,250	319,415
" " to Local Stations....		1,083	103,357
" " on M. Stem to Parkers- } burg and N. W. Va. R.R. }		732	26,460
Total Westward.....		29,897	2,788,579
Grand Total for N. W. Va. Road.....		112,991	10,836,529

WASHINGTON BRANCH.

EASTWARDLY.		TONS.	Tons One Mile.
From Washington and Local Stations to			
Baltimore.	.....	25,951	.....285,461
" Washington to Local Stations.	.....	2,082	..... 19,189
Total Eastwardly,		28,033	.....304,650
WESTWARDLY.			
From Baltimore to Washington			
" " to Local Stations.	.....	18,103	.....141,772
From Local Stations to Washington.	.....	4,162	..... 60,696
Total Westwardly,		50,456	.....1,076,389
Total East and West, Wash. Branch,		78,489	.....1,381,039

RECAPITULATION.

Main Stem.

		Tons.	Tons 1 mile.
EASTWARD.	{ Through	.....135,127	..... 43,909,646
	{ Local	.....524,198	..... 86,353,109
Total East		659,325	130,262,755
WESTWARD.	{ Through	..... 66,470	..... 22,923,753
	{ Local	.....156,281	.....10,707,915
Total West		222,751	33,631,668
Grand Total Main Stem....		882,076	163,894,423

North Western Virginia Road.

EASTWARD.	{ Through	.....71,245	..... 7,409,499
	{ Local	.....17,849	..... 638,451
Total East		83,094	8,047,950
WESTWARD.	{ Through	.....22,124	..... 2,300,922
	{ Local	..... 7,773	..... 487,657
Total West		29,897	2,788,579
Grand total N. W. Va. R'd.		112,991	10,836,529
Deduct tonnage to & from			
Main Stem and account-			
ed in Main Stem		103,815	
Net tonnage hauled exclu-			
sively over N. W. Va. R.		9,176	

NOTE.—The business of the Road may be summed up as follows, viz: Through Freight 201,597; Coal 343,729, and Miscellaneous and Local Tonnage 264,523 tons, making 809,849 tons.

Washington Branch.

	Tons.	Tons 1 mile.
Eastward	28,033	304,650
Westward.....	50,456	1,076,389
Total Wash. Branch.....	78,489	1,381,039
Deduct tonnage to & from Main Stem and account- ed in Main Stem.....	72,245	
Net tonnage hauled exclu- sively on W. Branch....	6,244	

Grand total of Tonnage and Mileage for the entire Line—including the three Roads, 897,496 tons ; which was equivalent to 176,111,991 tons carried one mile.

The Main Stem tonnage, in the foregoing tables, embraces, as will be noticed, the proportion of the business to and from the Washington Branch. By deducting this, in each direction, the comparison with the previous year will be more clearly seen. It would then appear that the aggregate tonnage of the Main Stem proper, (excluding 72,245 tons for the nine miles between Baltimore and Washington Junction,) has been 809,831, to 800,589 tons for 1858, being an increase of 9,242 * tons.

The mileage account shows 163,894,423 tons carried one mile upon the Main Stem. The result for 1858, embracing the same elements, was, 165,176,864, showing a falling off of 1,282,441 tons one mile. As the mileage on 15,500 tons of Coal used by the Company was included in the account for 1858, amounting to 3,193,000 tons carried one mile—all of which is now included in a separate account—the decrease for 1859 is only apparent. Deducting this item, and the mileage for 1858 is but 161,983,864, and the true comparison is more favorable, showing an actual increase in the mileage on the Main Stem in 1859, to be 1,910,559.

The eastward tonnage on the Main Stem has been 633,-374, (exclusive of that to the Washington Branch,) and the westward tonnage 176,457, the total being 809,831 tons.—In 1858 the eastward was 650,273, and the westward 150,-316, the total being 800,589 tons. This shows a falling off

*When these statistics were first prepared and presented, this item was 9,042 tons, and is so stated and printed in the President's Report. The revision, however, establishes them as the correct figures. This also slightly affects the mileage, as may be noticed.

in the eastward tonnage of 16,899 tons, and a gain in that westward of 26,141 tons, making the aggregate excess over 1858, 9,242 tons.

The large quantity of 81,500 tons of materials* for the Company's use, including Fuel for the Locomotives, Iron, Cross-ties, &c., for the track, &c., (and not including the large item of ballast,) has been hauled during the year, and which is equal to 9,837,234 tons carried one mile—of which the Main Stem proportion was about 75,000 tons, and equal to 9,685,244 tons one mile. This large service is equal to 8.04 per cent. of the regular business of the road in tonnage, and to 5.05 per cent. in mileage. On many roads it is entered as an apparent revenue earned, but under the practice of this Company it does not appear in the revenue accounts in any form.

* NOTE.—A Statement of the quantity of MATERIAL TRANSPORTED ONE MILE FOR USE OF THE BALTIMORE AND OHIO RAILROAD COMPANY, during the fiscal year of 1858 and 1859.

From what point Manifested	No. of Tons.	Tons 1 m. for Road Depart.	Tons 1 m. for Mach. Depart.	From what point Manifested	No. of Tons.	Tons 1 m. for Road Depart.	Tons 1 m. for Mach. Depart.
Locust Point....	7,961	828,053	7,320	Burton .....	.....	004	.....
Mount Clare.....	.....	81,803	932,411	Littleton.....	.....	16,859	.....
Camden Station....	163	.....	42,822	Board Tree Tun.....	.....	944	.....
Marriottsville.....	.....	6,639	.....	Cameron.....	.....	1,299	376
Mount Airy.....	.....	1,876	.....	Roseb's Rock.....	2,141	1,752	2,020
Monrovia.....	.....	11,780	8,680	Moundsville.....	.....	31,698	129,848
Monocacy.....	480	6,440	.....	Wheeling.....	.....	57,233	457
Knoxville.....	.....	1,830	.....	Miscellaneous...	.....	.....	.....
Buckeystown.....	.....	3,327	.....	Total on M. Stem	69,062	1,775,262	7,909,982
Berlin.....	.....	10,677	.....	N. W. Va. Road	.....	.....	.....
Harper's Ferry....	127	40,264	21,950	Grafton.....	.....	4,393	1,141
Martinsburg.....	583	9,063	1,177	Webster.....	.....	864	.....
North Mountain.....	.....	23,588	.....	Clarksburg.....	.....	1,308	113,339
Sleepy Creek.....	.....	17,616	122	Salem.....	.....	.....	867
Hancock.....	.....	13,990	.....	West Union.....	.....	096	.....
Patterson's Crk.....	.....	179,195	11,393	Toll-Gate.....	.....	045	.....
Cumberland.....	2,147	33,540	6,495,393	Central.....	.....	020	.....
Piedmont.....	44,772 (c'd)	8,631	.....	Corwallis.....	.....	092	.....
Cranb'y Summit.....	.....	.....	233,995	Cairo.....	.....	7,850	.....
Newburg.....	8,169 (c'd)	11,696	15,128	Parkersburg...	192	4,924	17,060
Grafton.....	602	19,772	.....	Total N. W. Va.	.....	19,592	132,398
Fetterman.....	.....	6,970	.....			
Fairmount.....	259 (c'd)	.....	.....		
Mannington.....	1,667	355,253				
Tons.				Road Depart.			
Total N. W. Va. Road.....				Mach. Depart.			
" Main Stem.....						
Totals.....						
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Through Merchandise Trade.

This feature of the Company's operations presents some peculiar results during the year. The following abstract will show the aggregate of the through freight hauled in both directions, as compared with the same results of the previous year.

	Eastwardly.		Westwardly.	
	1858.	1859.	1858.	1859.
From Wheeling.....	31,512	19,100	14,343	11,657
“ Benwood.....	68,001	44,782	22,383	33,497
“ Parkersburg.....	70,571	71,245	18,053	21,316
	<hr/> 170,084	<hr/> 135,127	<hr/> 54,779	<hr/> 66,470

It will be noticed that there has been a falling off in the through tonnage from the west of 34,957, and an increase in that forwarded to the west of 11,691 tons, which makes a net decrease in the aggregate Through Freight of 23,266 tons.

It is obvious that the large decrease in eastward bound freight is owing entirely to the short crops and continued depression of business, while the very large increase in the westward bound freight clearly indicates that the road is becoming better appreciated as a prompt and reliable transportation line. Although the low rates which have prevailed throughout the entire year have, with the net decrease in the through tonnage as shown above, materially lessened the revenue from this source ; yet, the very large relative increase in the westward bound trade has had the most satisfactory influence upon the net results in revenue. The proportion of westward bound through tonnage for 1858, was 23.30 per cent. of the aggregate through business of that year. The proportion has been increased for 1859 to 32 per cent.—thus rapidly approaching an equalization in this traffic, and securing a largely improved economy in the working operations of the road. For a portion of the year particularly, the westward bound freight has required as many cars as that of the eastward bound—obliging us to return a comparatively small number (except those for use of live stock) of empty cars. The importance of this improved ratio of the

Through Tonnage is so obvious as to require no further remark.

The entire revenue from through tonnage for the year has been \$1,353,911,44, of which \$528,003,89 accrued upon that westward bound, and \$825,907,55 upon that bound east. The decrease in revenue from through freight has been \$324,505,-12. The amount netted to the Company from this business eastwardly, is \$6,88 per long ton—(2,240 lbs.)—being a decrease of \$1,34 per ton upon the average of the preceding year, and a decrease of \$2,22 upon the average yield upon the same business prior to 1858. The eastward through tonnage includes 16,426 tons of Live Stock, which yielded the sum of \$9,65 per ton of 2,240 lbs., thus increasing the average returns as above. On the westward bound through freight the average net receipts of the Company have been \$8,98 for a ton of 2,240 lbs., which is an increase of six cents per ton upon the same average of 1858—when \$8.92 was the actual yield.

It is particularly satisfactory to know that this heavy increase in the Westward bound freight, is the result, in a large degree, of the healthy action of the Company's arrangements, made with reference to the trade of Baltimore. The low special rate provided for Coffee, Sugar, and other fourth class Commodities, and the considerable differences in the rate of freight to the West, below that from New York and other Eastern Cities, undoubtedly secured an increased business to the road, at the same time that it added to the trade of Baltimore.

The Coffee trade of Baltimore for the year 1857 and 1858, is stated to have been 161,674 Bags only, as against 207,535 for 1858 and 1859, being an increase of nearly 25 per cent. The quantity of Coffee sent over the road during the year, to points of competition with other roads at the West, reached 126,492 bags, in addition to the quantity sent over the road from Baltimore to Way Stations for local use, which, amounting to 25,325 bags, makes an aggregate of more than 150,000 bags, or 12,143 tons of this article of commerce, transported by the road. Of this, 8,618 tons,

or 107,725 bags, was supplied by the Baltimore market. In 1858, the Coffee sent over the road was 1,829 tons, (or 22,862 bags) less than in 1859.

The Sugar and Syrup sent from Baltimore by the road in 1858 was 6,690 tons, while for 1859 it was 9,171 tons, the increase being 2,481 tons, or about 27 per cent.

In Dry Goods, and other branches of business there have also been increased shipments during the year, which indicate the intimate connection of the road with the city's prosperity. The Dry Goods shipped by this road from the Baltimore market to the West have been 12,132 tons in 1859, to 11,325 tons in 1858, the increase from Baltimore alone being 807 tons.

In last year's report a table was presented showing the amount of freight transferred at Benwood, and the results at the same place for the past year are given below.

Statement of No. of Tons of Freight transferred East and West at Benwood from 1st Oct., 1858, to 30th Sept., 1859, with cost of transfer.

MONTH.	From the East.	From the West.	Live Stock From the West.	Total Tons.	Expenses.	Cost Per Ton.
1858.						
October....	2,962	8,136	859	11,9 7	3,262 63	27 $\frac{1}{2}$
November .	1,935	4,913	850	7,698	2,301 59	30
December .	1,507	3,408	746	5,661	1,948 38	34 $\frac{1}{2}$
1859.						
January ...	2,041	2,591	777	5,409	1,889 14	35
February...	2,620	3,120	583	6,323	1,843 37	29
March.....	2,015	4,115	698	6,828	1,976 75	29
April.....	2,488	3,824	629	6,941	1,942 15	28
May	2,622	3,260	703	6,585	1,940 70	29 $\frac{2}{3}$
June.....	3,763	3,951	894	8,608	2,221 53	26
July	3,487	2,254	523	6,264	1,972 65	31 $\frac{1}{2}$
August.	5,967	3,273	589	9,829	2,490 85	25 $\frac{1}{3}$
September .	3,848	3,783	427	8,058	2,538 60	31 $\frac{1}{2}$
TONS.	35,255	46,628	8,278*	90,161	26,336 34	29 1-5 Average Cost,

The above does not include 1,317 tons transferred from Passenger trains for the Adams' Express Company. Nor does the "average cost" of transfer include any allowance for the large capital represented in the extensive property required in that service, or its maintenance.

* Included in tables generally as from Wheeling, because manifested there.

The quantity of freight transferred at Parkersburg during the year, in addition to the river business, has been as follows, viz: From the Marietta and Cincinnati Railroad to the Baltimore and Ohio Railroad, 9,543 tons; from the Baltimore and Ohio to the Marietta road, 4,060 tons.

A great variety of further information may be obtained in reference to the general freighting business of the road by examining the numerous tabular statements in the appendix to this report, an index to which will be found on page 105.

The Coal Trade.

There has been but very slight variation in the extent of the Coal transportation over the Road, from the previous year. The details of this business are given in the following abstract, viz:

Statement exhibiting the Quantity of Coal transported during the fiscal year, ending 30th September, 1859.

Points of Departure.	Delivered at Locust Point.	Delivered at Baltimore.	Delivered at Way Stations.	Total quantity Paying Freight
Cumberland.....	90,079.11	5,337.14	1,368.10	96,785.15
Piedmont.....	175,090.13	30,845.19	14,595.13	220,532.5
Newburg.....	.....	21,588.10	1,142.1	22,731.0
Nuzum's.....	.....	400.16	.....	400.16
Fairmont.....	.....	556.0	2,724.0	3,280.0
Aggregate....	265,170.4	58,728.19	19,830.13	343,729.16

STATEMENT Continued.

Points of Departure.	Total paying frgt. from each region, carried 1 Mile.	For Company's Use.	Total for Comp's use, fr'm each region, car. 1 Mile.	Grand Total carried 1 Mile.
Cumberland.....	17,231,006.8	.....	.....	17,231,006.8
Piedmont.....	44,523,023.2	44,772.12	6,335,238.10	50,858,261.12
Newburg.....	5,780,237.10	8,169.0	112,727.00	5,892,964.10
Nuzum's.....	116,232.0	.....	.....	116,232.0
Fairmont.....	380,270.10	250.10	6,005.00	386,275.10
Aggregate....	68,030,769.15	53,192.2	6,453,970.10	74,484,740.0

The quantity paying freight being 343,729 tons as against 332,797 tons for 1858, there has been an increase in the semi-bituminous Coal trade of the Road of 10,922 tons.

The revenue from this Coal for the year, has been \$834,380 95, as against \$865,000 for 1858, the falling off being accounted for (under an increased tonnage) by the reduction of fifty cents per ton, which took effect on the 1st of March, 1858. At the former rate of freight—even for the corresponding period from October to March—the business of last year would have yielded about \$281,000, or \$46,000 more than that actually received, while at the former rate, for the entire year, it would have been \$165,700, thus swelling the Coal returns to \$1,000,186.

Live Stock Trade.

The general results in the live stock transportation of the road during the past year, are encouraging. Although there has been a falling off in the number of Hogs carried, yet the increase in the number of Cattle brought through from the West, is very large, the aggregate for the year being 19,243 instead of only 12,786 for the year previous. The total tonnage of the stock trade for the year is 26,461 tons, as against 25,679 tons for 1858, showing an increase of 722 tons. The “Through” Stock was 16,426 tons, and that from Local Points 10,035 tons.

Much of the increase in the Cattle trade arises from its extension in Kentucky and the more distant West, indicating a permanent and growing advantage to the road from this source. The facilities afforded by the Company for the proper transportation of Live Stock appear to be appreciated, and continued efforts are being made along our line to further increase the comfort of the drovers, as well as to secure the safe and rapid conveyance of their property.

The falling off in the Hog trade is readily explained by the failure of the Corn Crop in Ohio and the other Hog raising States.

Tables X, Y and Z in Appendix will furnish detailed information regarding the Live Stock Transportation.

The Flour Trade.

There has been a considerable falling off in the receipts of Flour by the road, during the year. Instead of the ex-

traordinary quantity of 1,004,594 barrels brought to Baltimore in 1858, we have but a grand total of 784,574, being a falling off of 220,020 barrels, or more than one-fifth. The quantity passing over the entire line of the road, from points of competition in the West, has been 458,116 barrels, or 224,198 barrels less than for the previous year; while on the other hand, the quantity received from local sources has been 326,358 barrels, which shows an increase in the local Flour trade of the road of 4,178 barrels.

The sources of the Flour business of the Company for the year are shown in monthly detail in the subjoined table, viz:

Statement exhibiting the quantity of Flour transported to BALTIMORE during the fiscal year ending 30th September, 1859.

MONTH.	From Wheeling.	Benwood.	Mounds-ville.	Parkersburg.	Way Points.
October, 1858	1,304	42,092	942	26,618	23,894
November, "	4,165	26,522	245	57,269½	24,731
December, "	1,500	15,434	80	33,742	23,546½
January, 1859	242	8,752	.....	19,989	19,457½
February, "	1,282	11,256	.....	15,641	24,160½
March, "	1,026	12,322	.....	21,483	20,184
April, "	797	10,401	.....	25,035	14,348
May, "	1,432	9,204	.....	26,880	16,137
June, "	682	6,135	.....	17,615	13,354½
July, "	322	2,583	.....	8,601	19,857
August, "	130	7,461	.....	13,723	45,077
September, "	82	11,603	.....	21,801	41,857
Totals.....	12,974	163,745	1,267	288,397½	286,544

RECAPITULATION.

Wheeling	12,974
Benwood	163,745
Moundsville.....	1,267
Parkersburg.....	288,397½
Way Points.....	286,544
From Washington Branch.....	31,647
Total.....	784,574½

In 1858 there were 370,617 barrels of the quantity brought to Baltimore by the Road consigned to Eastern points, and transhipped thereto. During the past year this quantity

has been reduced to 286,695 barrels, being 83,922 less than for the previous year.

Statement showing the quantity of Flour received at BALTIMORE, destined for EASTERN CITIES.

Date.	New York.	Boston.	Philadel.
1858—October.....	9,245	3,563	21,996
November.....	12,029	4,939	28,856
December.....	17,608	3,573	12,923
1859—January.....	9,129	2,760	10,524
February.....	6,712	4,199	7,864
March.....	6,287	7,207	7,862
April.....	5,916	5,947	11,993
May.....	12,721	1,275	14,391
June.....	7,998	1,874	7,841
July... ..	1,459	2,550	2,583
August.....	2,352	2,783	8,531
September.....	2,890	4,737	11,578
Total.....	94,346	45,407	146,942

RECAPITULATION.

New York,.....	94,346
Boston,.....	45,407
Philadelphia,	146,942
Total.....	286,695

The foregoing figures show that 497,879 barrels were consigned to Baltimore as a contribution to that market, being 136,098 less than for the previous year, but at the same time more than maintaining the relative proportion to the entire Flour trade of Baltimore, shown by the statement of 1858.

For further details concerning the trade upon this Road, see Table W in the Appendix.

The Lumber Trade.

The growing importance of the lumber trade upon the Road was alluded to in general terms in the last annual report. The experience of the year past has been very conclusive in this respect. Independent of the miscellaneous trade between Way Points, and Westwardly from Baltimore, there has been an extraordinary increase in the Timber and Stave

trade from points on the Mountain division of the Road, and both branches of the line west of Grafton.

The quantity of this hauled to Baltimore in 1859, is 22,730 tons, while in 1858, it was but 8,127 tons—the increase being 14,603 tons, or equal to 179 per cent. This is one of the results alike of the great demand for the fine timber of the Alleghany region, and the attention which the Company is giving to its development. This timber has been found highly advantageous for Naval and Military purposes in Europe, to which 9,427 tons of it have been re-shipped from the Locust Point Station at Baltimore. To properly accommodate a portion of the business, twenty-two large double-truck cars have been constructed by the Company during the year, peculiarly adapted to the purpose, and which have worked with entire success. From the contracts now in force, and other indications, it is highly probable that a still further expansion of the timber and mixed lumber transportation will be effected during the present year.

Miscellaneous Local Trade.

While the Through Freight business of the Company has fallen off, as already explained, there are evidences of a general improvement in the local resources of the line. A very large increase in the Way business is observable in many of the leading articles of shipment. In Flour, Grain, Tanner's Bark, Cement, Ores—both Iron and Copper, Pig Iron, Lime and Lime Stone, the local business at some of the Stations shows a most healthy and gratifying expansion. This is especially the case at Ellicott's Mills, Frederick, Cumberland, Grafton and Cameron. At Frederick a very large increase has been made in certain features of business peculiar to that thriving city; such as Leather, Tanner's Bark, Empty Barrels, Coal, etc., (the excess in some cases reaching nearly 100 per cent.) At Cumberland a large and valuable trade has been developed in Building Cement—a very superior article of which is now being manufactured there, and introduced in distant markets with

success. In 1858, but 188 tons of this was sent over the Road, while 3,736 tons have been hauled, mainly to Baltimore, in 1859.

Among the evidences of an expansion of the local trade during the year, it should not be overlooked that there has been a very large increase in the miscellaneous merchandize trade from Baltimore to the Way Stations, and for consumption at the terminal points. The tonnage of this character in 1858 was 69,585 tons, and in 1859, 89,437 tons, showing an increase of 19,852 tons, or 28 per cent.

Under this head it is proper to state that a steady effort has been made by the Company during the year to establish a trade between the local stations and Baltimore in marketing—including products of the Dairy. In several of the other large cities of the country, the hotels and other establishments are daily furnished almost exclusively with poultry, milk, butter, eggs, and other perishable provisions, which are brought regularly from distant points with promptness by railroad, thus furnishing at all times a full supply of these desirable productions, which, while affording a great convenience to the community thus served, add largely to the local revenue of the roads. In pursuance of this object, a rate of freight charges was made several months ago, considerably below those exacted upon the Erie, Reading, and other lines that enjoy the largest trade of this character. Although the effort has not been so far practically availed of to a large extent, it is believed that a valuable business of this description must soon be established between Baltimore and numerous places along both the Main Stem and Washington Branch.

The Delivery of Cars at Baltimore.

There have been brought to Baltimore during the year past 72,511 loaded cars, being 2,641 less than for 1858.—The cars with Coal have numbered 36,395 as against 36,417 for 1858; while those containing Merchandize have been 36,116 as against 38,735 for the preceding year. The following table will give further details on these points :

Statement showing the Whole Number of Cars transported to Baltimore over the B. & O. R. R. (from Main Stem, N. W. Va. Road, and Washington Branch) and where delivered, during the year ending September 30th, 1859.

		WHERE DELIVERED.				TOTALS.			
		Streets of the City.	Camden Station.	Mount Clare.	Locust Point.	From Main Stem.	From Wash. Branch.	Cars with Coal.	Cars with general Mdse.
1858.									
Oct'r, MS	Freight	1,560	565	133	401	.....	.....	.....	.....
	Coal	49	166	169	2,150	5,193	.....	2,534	2,659
WB	Freight	78	211	12	50	.....	351	.....	351
Nov'r, MS	"	2,104	340	275	390	.....	.....	.....	.....
	Coal	38	130	196	2,154	5,537	.....	2,518	3,019
WB	Freight	90	172	13	30	.....	305	.....	305
Dec'r, MS	"	1,455	345	224	505	.....	.....	.....	.....
	Coal	29	167	162	1,985	4,872	.....	2,343	2,529
WB	Freight	51	128	7	27	.....	213	.....	213
1859.									
Jan'y, MS	"	1,062	390	171	450	.....	.....	.....	.....
	Coal	27	125	120	1,956	4,301	.....	2,228	2,073
WB	Freight	51	159	31	27	.....	268	.....	268
Feb'y, MS	"	1,132	405	207	324	.....	.....	.....	.....
	Coal	25	104	141	1,551	3,889	.....	1,821	2,068
WB	Freight	44	173	31	21	.....	269	.....	269
Mar. MS	"	1,440	663	338	483	.....	.....	.....	.....
	Coal	35	135	171	2,071	5,336	.....	2,412	2,924
WB	Freight	75	208	19	35	.....	337	.....	337
April, MS	"	1,402	773	371	470	.....	.....	.....	.....
	Coal	41	127	170	2,587	5,941	.....	2,925	3,016
WB	Freight	21	261	8	33	.....	323	.....	323
May, MS	"	1,595	867	394	883	.....	.....	.....	.....
	Coal	21	162	221	4,038	8,181	.....	4,442	3,739
WB	Freight	25	169	7	63	.....	264	.....	264
June, MS	"	1,348	773	233	684	.....	.....	.....	.....
	Coal	4	178	268	3,927	7,415	.....	4,377	3,038
WB	Freight	25	169	7	63	.....	264	.....	264
July, MS	"	895	717	216	362	.....	.....	.....	.....
	Coal	8	172	211	3,168	5,749	.....	3,559	2,190
WB	Freight	55	149	8	49	.....	261	.....	261
Aug. MS	"	1,327	529	369	347	.....	.....	.....	.....
	Coal	8	217	228	3,444	6,469	.....	3,897	2,572
WB	Freight	97	252	7	65	.....	421	.....	421
Sept'r, MS	"	1,501	520	308	291	.....	.....	.....	.....
	Coal	20	170	196	2,953	5,959	.....	3,339	2,620
WB	Freight	100	245	12	36	.....	393	.....	393
Whole number...		17,748	11,036	5,654	38,073	68,842	3,669	36,395	36,116
Increase.....		.....	.....	400	467	.....	.....	.....	.....
Decrease..		2,550	597	.....	.....	2,424	216	022	2,619

It will be noticed that the street deliveries at Baltimore during the year were 17,748 as against 20,298 for the year previous. The cost of the street service for freight delivery and return of cars has been \$34,452.02 as against \$39,073 in 1858, making the cost per car \$1.94, or 2 cents per car more than in 1858, owing to the decrease of 2,550 in the number of cars delivered in the streets in 1859.

Experience having proven that the "regulating" or assorting of freight cars at Mt. Clare Station, previous to their delivery in the streets of the city, can be more economically done by steam than by horse power, a change has accordingly been effected by the substitution of Engines. This measure has induced a reduction in the number of horses and the men connected with their use. The value of the stock, &c. yet remaining in the company's possession, and used in the street work, is \$18,950 45.

Fuel Account.

To enable the Machinery Department to more fully control the arrangements for economising the fuel expenses by the substitution of coal for wood, the care of this item of our expenses was transferred to that Department, at the request of its head, on the first of January last. At that time there remained on hand unconsumed the following quantities: 11,110 cords of unsawed wood; 2,137 cords of sawed wood; 2,085 tons coal, and 152 tons of coke, on the Main Stem; and 2,971 cords wood, and 153 tons coal on the North-western Virginia road. The fuel thus transferred was valued at \$20,993.50 for the Main Stem, and \$3,327.52 for the North Western Virginia Road, the aggregate value being \$24,321.02.

EXPENSES OF TRANSPORTATION.

The amounts chargeable to the expenses of this Department are set forth in the customary order, in the following table, viz:

Statement showing the Expenses of Transportation on the Main Stem, for the year ending 30th September, 1859, as compared with same items for the fiscal year of 1858.

	1859.	1858.
Agents and Clerks.....	\$45,072 29	54,944 51
Passenger Conductors, Brakemen and Baggage Masters.....	26,762 48	32,013 70
Tonnage Conductors and Brakemen....	92,099 35	112,913 74
Tonnage Enginemen.....	71,529 11	87,161 47
“ Firemen.....	40,454 17	48,834 27
Passenger Enginemen.....	21,703 35	24,619 26
“ Firemen.....	10,871 66	13,242 44
Tonnage Teamsters.....	13,213 44	14,534 72
Passenger “.....	1,415 00	1,124 35
Loading and unloading Cars.....	49,080 96	58,800 66
Maintenance and Renewal of Stock and Harness.....	17,641 02	19,469 40
50,815 Gallons of Oil.....	40,651 77	49,139 20
50,493 Pounds of Tallow.....	6,059 13	5,065 87
60,823 Pounds of Cotton Waste.....	6,386 56	7,041 92
Stationery, Printing and Advertising....	10,797 56	17,228 37
Gas Light and Candles.....	1,567 86	3,244 82
Etherial Oil.....	4,839 70	6,941 03
Miscellaneous and Contingent... ..	11,384 46	22,960 48
Eastern and Western Agencies.....	52,285 05	71,744 47
Telegraph Operators.	9,672 11	11,197 80
1859.....	\$533,487 03	\$662,222 48

The foregoing statement shows the gross expenses of the Department to have been \$533,487 03, as against \$662,222 48 for same items in the previous year ; being a reduction of \$128,735 45, or 20 per cent. The actual gross expenditures of the Department in 1858 were \$788,047 22, or \$125,824 74 more than above stated for that year, and \$254,560,19 more than for 1859. This is explained by the remarks under the previous head, of “ Fuel Account,” where it is stated that the purchase and preparation of the Fuel were transferred to the Machinery Department on 1st January. 1859—the accounts for which, however, for the entire fiscal year having been transferred to that Department. As these items cost \$133,017 96 in 1858, and—according to the General Auditor’s books—\$94,319 90 in 1859, there has been the large reduction of \$38,698 06 therein. Had these accounts, however, been retained in the “ Expenses of Trans-

portation," and the same heavy saving effected, the net reduction in the working expenses of this Department would have been \$167,433 51 instead of \$128,735 45, as now.

The ratio of the entire transportation expenses to the gross revenue of the Main Stem is 14.74 per cent., or 6 per cent. less than for 1858, and 8 per cent. less than for 1857. The ratio of these expenses to the gross expenses of the Company for the year, has been 31.18 per cent.

The net value of the Oils, Tallow, Waste, &c., on hand and belonging to the Transportation accounts, is \$5,727 16, or \$1,539 11 more than at the close of 1858.

The Company's books furnish the following as the aggregate expenses for the fiscal year, viz:

In the Road Department.....	\$405,450 62
“ Machinery Department.....	709,913 80
“ Transportation Department.....	533,487 03
General Expenses.....	28,481 65
Losses by Accident.....	7,664 71
Total.....	<hr/> \$1,684,997 84

The Main Stem revenue being \$3,618,618 45, and the entire working expenses \$1,684,997 84, there is a net profit shown of \$1,933,620 61, and thus making the expenses at $46\frac{56}{100}$ per cent. of the revenue, as against $65\frac{63}{100}$ for 1858, and $59\frac{79}{100}$ for 1857.

THE NORTHWESTERN VIRGINIA ROAD.

While this portion of the line has not met the expectations indulged, the gross results for the year are nevertheless relatively better than those of the Main Stem, while the net returns show a marked improvement over those of the previous year. The completion of the Marietta and Cincinnati Railroad—which was expected to have been secured last spring—is not even yet accomplished, and the Northwestern line has therefore been still deprived of the benefits which may properly be looked for in that event. Much progress has at last been made in this important step, and since August last, six of the nine miles intervening between Parkersburg

and Scott's landing have been supplied with a well-built track, and the use of the Ohio river in making the connection has been to that extent abandoned. The remaining three miles—which is being rapidly built—will, it is hoped, be completed before the close of the present calendar year.

The total revenue of the Northwestern Virginia road for the year past, is \$240,171 29, against \$248,004 06, for 1858—showing a falling off of \$7,832 77.

PASSENGER BUSINESS.—N. W. VA. ROAD.

By reference to the passenger tables accompanying this report, it will be seen that while the revenue from that source has been \$710,17 less than for 1858, the number of through passengers has increased from 2,524 to 4,353—being 1,829, or nearly 75 per cent. over the previous year. By through passengers on this line is meant those who traverse the entire road, including the Northwestern Virginia and the Main Stem, in passing between the East and West. A considerable portion of this increase was in Emigrants to Parkersburg, for Steamboat connection to river points; and the Ohio river continuing at an average fair stage for the greater part of the year—an increase in first-class through travel by that channel has also been exhibited.

The through travel has also been increased by the partial completion of the connection with the Marietta and Cincinnati railroad. This line would have undoubtedly made a much larger increase, but for its inability to make the more distant connections at Cincinnati with the lines converging there. It is satisfactory to know however, that under the improved condition of their road, and in anticipation of its more finished connection with the Northwestern Virginia road near Parkersburg, arrangements will be made under the winter schedule to secure the fullest connection in each direction to and from all points which the route will command. By this it will be placed nearer upon an equality with our other connections than its previous incomplete state has permitted.

TONNAGE BUSINESS.—N. W. VA. ROAD.

By reference to the tables M, N. and V, in the Appendix, and also to the remarks in previous pages of this report, it will appear, that there has been a considerable increase, especially in the local tonnage business of the Northwestern road. The falling off in revenue derived from tonnage has been \$7,122, or say about $3\frac{1}{2}$ per cent., while as already remarked, the falling off in the same account on the Main Stem is between 7 and 8 per cent. from the year previous. The decrease of revenue, under an increase of tonnage, is of course accounted for by a reduction of rates, upon the local, as well as upon the through business. The local traffic has been increased mainly by the Coal trade from Clarksburg to Parkersburg and Way points, and by the development of the lumber and Coopers' stuff trade with Baltimore.

There have been 2,827 tons of coal transported to Parkersburg and Way Stations on the Northwestern Virginia road, from the Clarksburg mines, besides 3,646 tons from the same mines for the Company's use.

In 1858 the through freight from Parkersburg to Baltimore (including that intended for Eastern cities) was 70,571 tons, while for the past year it has been 71,245 tons—showing an increase of 674 tons. When it is remembered that the general Eastward bound through freight by the Baltimore and Ohio road has fallen off to the extent of 34,957 tons, it is remarkable that an increase is shown in that derived from Parkersburg. Of the quantity loaded there some 500 tons of Live Stock was driven to Parkersburg from the interior and river counties of Ohio, 57,202 tons were received by river, and 9,543 tons by the Marietta and Cincinnati railroad. The latter shows an increase of over 4,000 tons, or more than 40 per cent. upon the previous year. The contribution of the river has been some 6,000 tons less during the past year than in 1858. A large proportion of the increase derived from the Marietta road has been Live Stock and produce from the rich country through which that line extends.

In the amount of through freight Westward by the North-western road there has been an increase of 3,263 tons. The quantity delivered to the Marietta and Cincinnati Railroad has been 4,060 tons, which also shows a very large increase over the previous year. With the better accommodation about to be offered by this route, for freight as well as passengers, and with the much improved certainty in its dispatch, expected to follow its completion, it is reasonable to look for a large improvement in the extent of business between the two roads during the present fiscal year.

REVENUE AND EXPENSES.

The expenses of this department on Account of the North Western Virginia Road, are detailed in the following statement, viz :

Statement showing the Expenses of Transportation on the North Western Virginia Railroad, for the year ending 30th September, 1859, as compared with the same items for the fiscal year 1858.

	1859.	1858.
Agents and Clerks.....	\$7,335 50	\$9,048 69
Tonnage Conductors and Brakemen.....	5,537 69	8,461 88
Passenger Conductors, Baggage Masters and Brakemen.....	2,674 86	3,375 53
Tonnage Enginemen.....	5,071 60	6,942 40
Passenger Enginemen.....	2,113 50	2,840 85
Tonnage Firemen.....	2,887 90	4,157 80
Passenger Firemen.....	942 38	1,315 48
Depot Laborers—loading & unloading cars	11,593 56	15,923 24
3,744 Gallons Oil.....	2,845 44	3,569 76
18,790 Pounds Tallow.....	1,936 96	2,334 16
10,500 Pounds Cotton Waste.....	1,102 50	1,180 20
Stationery and Printing.....	859 48	1,173 08
Etherial Oil.....	382 80 ..	681 20
Miscellaneous and Contingent.....	708 75	2,153 96
Eastern and Western Agencies.....	2,828 90	3,298 97
Telegraph Operators.....	1,209 90	249,50
Gas Rent and Candles.....	143 55 .....	.....
Total.....	\$50,175 27	\$66,706 70

The total outlay for the foregoing items, is shown to have been \$50,175 27, as against \$66,706 70 for 1858, the decrease being \$16,531 43, representing $24\frac{78}{100}$ per cent. The transportation expenses as above stated, bear a proportion of $25\frac{30}{100}$ per cent. to the entire expenses, and $20\frac{58}{100}$ per cent. to the revenue, which is a ratio of $12\frac{25}{100}$ per cent. less than the proportion of transportation expenses to the revenue for the previous year. The increase in the telegraph expenses given above, is accounted for by the completion and full working of the line, which was not fully in operation in 1858.

The total expenses charged to transportation account in 1858, was \$82,185 16, but in view of the Fuel accounts being transferred to the Machinery Department, as explained in the Main Stem report, the cost of Fuel for 1858, as well as 1859, is not included in the comparative table. The items belonging to the Fuel account involved an expenditure of \$16,456 86, in 1858, and of \$8,491 37, in 1859. The value of the Fuel transferred to the care of the Machinery Department, on account of the North Western Virginia Road, was \$3,327 52.

The exhibits of the Treasurer show the following gross results in the operations of the North Western Road for the past year, viz :

Expenses of Road Department.....	\$76,979 10
“ “ Machinery “	68,543 03
“ “ Transportation Department.....	50,175 27
General Expenses.....	2,214 16
Losses by Accident.....	359 02
Total.....	<u>\$198,270 58</u>

The entire expenses being \$198,270 58, and the entire revenue \$240,171 29, the ratio of expenses to revenue is $82\frac{82}{100}$ per cent. In 1858, it was $102\frac{12}{100}$ per cent. on a revenue of \$7,832 77 greater than for the past year, showing a large improvement in the net results.

THE WASHINGTON BRANCH ROAD.

The returns for the year past, upon this part of the line, present but slight subject for remark. The total revenue has been \$442,219 53, as compared with \$469,422 92 for 1858, the decrease being \$27,203 31. The falling off in passenger returns has been \$10,110 81, and in freight \$17,092 58. The reduction in passengers is, to a great extent, accounted for by the fact that the short session of Congress occurred during the year, and thus lessened the attraction of the travel to Washington. There has been an increase in the number of round-trip tickets between Baltimore and Washington of 973; and the falling off in the single tickets between the two cities, is 11,187. The Through Southern travel has largely increased, while the Eastern travel has largely fallen off. The aggregate number of passengers carried during the year, has been 353,349, as against 360,781 for the previous year—the falling off being 7,432.

To remedy in a large degree the difficulties complained of by through passengers between Washington and the eastern cities, arising from the night transfers at the Susquehanna and at Baltimore, new and approved Sleeping Cars are ready to be put on before the opening of Congress, by which passengers may enjoy a comfortable ride and a pleasant rest, free from change or other interruption between Philadelphia and Washington.

In addition to this measure—which must at once greatly improve the attractions of the route—the Baggage and Mails will, at the same time, be carried in moveable, but secure crates, which will be taken through between Washington and New York without change or shifting of packages—thus quickening the transfers, especially at Philadelphia—as well as otherwise facilitating the movement of both passengers and baggage.

Much effort has been made by the Company to encourage the local travel upon the Washington Branch. It was thought a year since, that a large increase would be exhibited, and every reasonable inducement has been offered by

the Road to this end. The trains have been carefully arranged, with a view to affording the greatest facility to this portion of the business, and to some extent, the heavy Through travel has been, at times, incommoded thereby.

The falling off in the tonnage revenue on the Washington Branch of \$17,092.58, is accounted for chiefly by the reduction in quantity and rate of that portion of the business for Washington derived from Philadelphia and other eastern points. In 1858 the tonnage from Baltimore to Washington and Way Stations was 53,187, while for the past year it has been but 46,294 tons,—being 6,893 tons less than in 1858. In 1858 the tonnage from Washington and other stations on the Branch was 27,606, while for 1859 it was 25,951 tons, showing a falling off of 2,015 tons, and making the aggregate falling off 8,948 tons.

The quantity of freight carried through from Baltimore destined to Washington City and beyond, in 1858 was 37,938, and in 1859 was 28,191 tons. From Washington destined to Baltimore and beyond, in 1858 it was 3,306, and in 1859, 2,923 tons. The falling off in the through business is therefore 10,130 tons, which proves an increase in the local trade of the road, equal to 1,172 tons,—the net reduction in the tonnage for the year being but 8,948 tons, as already stated.

Strong evidence has been given us during the past year of the rapidly growing necessity for an improved connection at Washington with the lines running through Eastern and Central Virginia, and reaching to the adjoining Southern States. Independently of the long obvious need of some such arrangement for the great mass of travel between Washington and the South,—there is much inconvenience felt by the people of Washington, as well as by the mercantile interests of Baltimore, for the want of a close and reliable railroad connection through the former city. While the transfer of passengers and their baggage and the mails may be made between the present Station at Washington and the lines at Alexandria and Acquia Creek, as heretofore—with an endurable degree of risk, inconvenience and loss of time—it is

almost impracticable to undertake any extended freight movement by the same imperfect means. The result is, that the business of Washington and Alexandria, as well as that of Baltimore, is seriously embarrassed, and no efforts are likely to increase it much, until this barrier is removed, and a proper connection made either through or around the city of Washington.

Tables AA and BB in the Appendix, will afford further information regarding the passenger and tonnage operations of the Washington Branch.

REVENUE AND EXPENSES.

The expenses of the Transportation Department on account of the Washington Branch, have been as follows, viz:

Statement showing Expenses of Transportation on the Washington Branch Road, for the year ending 30th September, 1859, as compared with the same items of the fiscal year of 1858.

	1859.	1858.
Agents and Clerks.....	\$10,462 67	\$11,756 74
Passenger Conductors, Baggage Masters and Brakemen.....	6,449 25	7,847 35
Tonnage Conductors and Brakemen...	2,193 40	2,934 65
“ Enginemen.....	2,099 77	2,743 35
“ Firemen.....	1,038 85	1,384 40
Passenger Enginemen.....	3,410 90	3,957 55
“ Firemen.....	1,777 00	2,115 70
Depot Laborers—loading and unloading cars.....	11,838 86	15,532 45
Maintenance and renewal of Stock and Harness.....	3,985 60	3,888 68
3,946 Gallons of Oil.....	2,762 20	2,964 80
7,650 Pounds Tallow.	842 00	784 80
12,570 Pounds Cotton Waste.....	1,382 60	1,528 24
Stationery, Printing and Advertising.	2,825 75	2,887 40
Gas Rent and Candles.....	1,445 07	1,345 28
Ethereal Oil.....	98 70	76 05
Miscellaneous and Contingent.....	4,990 07	4,378 02
Rent, Depot, Machine Shops, &c.....	17,126 67	10,000 00
Eastern and Western Agencies, transfer of Eastern Passengers, &c.....	5,185 62	5,021 69
Total.....	\$79,914 98	\$85,147 15

It will be seen by the foregoing that there has been a reduction in the Transportation Expenses for 1859, of \$5,-432 17, notwithstanding an excess of \$7,126 67 in rents of buildings, etc., over that of the previous year.

The full working expenses of the Washington Branch, as appears by the Company's books, are as follows, viz :

In the Road Department.....	\$22,382 47
“ “ Machinery “	61,692 29
“ “ Transportation Department.....	79,914 98
General Expenses.....	9,493 88
Losses by Accident.....	195 63
Total.....	<hr/> \$173,679 25

The Revenue being \$442,219 53, and the expenses \$173,-688 25, the net revenue is \$268,540 28, and the Working Expenses $39\frac{28}{100}$ per cent. In 1858, the working expenses were $42\frac{1}{8}$ per cent.

GENERAL REMARKS—Conclusion.

The extraordinary results presented in this report would seem to call for something more than their mere mention, and as all who have any interest in the subject will naturally desire to know something of the process by which the unusual net returns to the Company's treasury have been secured, a few words of explanation will not be out of place.

The first consideration has been, to combine a zealous and thorough performance of duty by all engaged in the service, with the careful practice of the most rigid economy and direct accountability, even in the minutest details,—and, at the same time retaining no person whose employment was not really justified by the requirements of the service. Certain circumstances, besides have fortunately conspired to favor the general economy in working the road during the year.

In the last Annual Report from this Office, the following remark was offered,—“ Added to this is the satisfaction derived from the actual completion of the great work of arching all of the Tunnels on the line, between Baltimore and Wheeling. In view of the unpleasant and costly experience with several of these Tunnels, in their incomplete state during the past six years, (since the opening of the road west of Cumberland,) their safe and permanent arching—now finished—is a fact of extraordinary importance in the history of the road, and well calculated to strengthen the general confidence in its future successful and economical working.”

The anticipations thus indulged have been more than realized by the large reduction in the expenses heretofore required at the tunnels in the use of much extra locomotive power, and other costly service incidental to the unfinished condition of these works,—to say nothing of the entire freedom from interruption to the trains which has resulted from their completion.

The valuable influence of the improved ratio of westward bound loading, in contributing to the economies, has already been suggested. This constitutes a considerable element in the successful issue of the past year.

Among the measures of economy, especially adopted, it is believed that the diminution in the speed of the freight and other trains—particularly of those with the heavy tonnage engines—has been among the most efficacious. The advantages from this measure have been conspicuous, not only in connection with this department, but also, as is believed, in materially lessening the wear of the road and machinery. Our experience in this respect has, indeed, been entirely satisfactory, even with reference to the drawback which was anticipated by some, from an apprehended interference of this change,

with the prompt movement of the trains. By adapting the hours of departure and arrival, so as to include full night service ; and by the extraordinary regularity which has been made to attend the running of the trains ; the freight business of the Company has been, it is believed, more systematically and effectually performed than heretofore,—and at least as well as upon any of the other great lines of the country.

Much care has also been had in avoiding any unnecessary waste of locomotive power or car room,—the engines and cars being used as far as possible to their full reasonable capacity. In many cases, the services of special engines in various positions,—to which they were assigned under former supposed necessities,—have been entirely dispensed with, and the work previously done by them has been added to that of other engines, by which it has been just as satisfactorily performed. This plan of blending duties, and the performance to some extent of double service, has been practised with the best effect in many important instances, and has always resulted in a large absolute saving of money, without in any way decreasing the accommodations afforded to the patrons of the road.

There is of course much credit due to the other departments of the Company for the excellent results of this branch of the service during the year. The general good condition of the tracks ; the watchfulness with which the bridges, cuts, &c. have been maintained, and the promptness with which temporary injuries to the road have been repaired, have done much to facilitate the economical operations of this department. The same remark will apply with equal force to the Machinery Department, upon which no requisition for Locomotive Power or Cars has been made, which it has not been able, promptly and efficiently to meet.

The singular exemption of the road from accidents, with their attendant interruptions and expenses, has contributed not a little to the improved state of things which has been indicated. The experience in this respect is truly remarkable, as will be realized when the record is examined. From the accounts,—carefully kept in this office, as well as in that of the Master of Machinery,—for the past six years—of the accidents involving loss of life or property, or interruption to, or detention of the trains—the following abstract is prepared; viz:—

A Statement showing the NUMBER OF ACCIDENTS OF ALL KINDS to the Trains of the BALTIMORE & OHIO RAILROAD, including the WASHINGTON BRANCH, and the N. W. VA. ROAD, for the SIX FISCAL YEARS ending September 30, 1859.

GENERAL CAUSE.	1854.	1855.	1856.	1857.	1858.	1859.
Land Slides, obstructions to track by Cattle, etc., including obstructions to Tunnels, spreading of tracks, broken rails, etc.....	90	126	49	48	64	35
Misplaced or imperfect Switches....	40	21	13	20	26	13
Breakage of Engines or Cars.....	226	203	238	199	173	75
"Runs in behind," by and between tonnage and Coal trains.....	77	76	76	57	59	25
Total.....	433	426	370	324	322	148

In 1855 the published annual Report of this office (the last one issued embracing this feature,) presented an array of sixty-one casualties, involving life and limb, the aggregate results of which were thirty-five deaths, and twenty-five serious injuries. Of the entire sixty-one, however, but two were passengers, who lost their lives by their own carelessness. During the past year these casualties have been but *sixteen* in all, attended with only nine deaths, and in not a single case was there an injury to a passenger, while only five employees of the Road were killed, and five seriously injured, as against *forty-six* in 1855.

In considering the number of "accidents" of all descriptions on the Baltimore and Ohio Road, it should not be

overlooked, that the Company has a larger number of Locomotives employed than any road in the United States, its actual and available equipment in this particular being two HUNDRED AND THIRTY-FIVE ENGINES, of which 170 are of the first class.

The highly favorable comparison with previous years thus shown in the particular last referred to, as well as in the general economy of the service, is also in a great degree owing,—as far as this Department is concerned—to the vigilance, prudence and excellent general conduct of the numerous officers and men engaged in the practical daily operations of the Road. The vigorous and efficient labors of Messrs. A. Diffy and B. L. Jacobs, the supervisors of trains, seconded by Messrs. J. T. England, Thomas H. Parsons and J. B. Ford, the experienced chief Agents at our terminal points, and other leading first class agents, with their several train dispatchers and other aids; and the equally hearty and earnest devotion to duty which has been shown by the great mass of the Enginemen, Conductors and train men, as well as by the clerks and those connected with the indoor and unseen labors of the service, have all had their share in effecting the gratifying results set forth in this Report. A harmony of accord in furthering the prosperity of the Company, to which the officers and men generally belonging to this department have proven themselves warmly attached, has been exhibited throughout the year, challenging an earnest acknowledgement, and affording another proof that the surest success of a great work like this will always be found in the loyal feeling and sincere co-operation of all classes entrusted with its interests.

Respectfully submitted, by

W. P. SMITH,
Master of Transportation.

T A B L E S

REFERRED TO IN

THE FOREGOING REPORT

OF THE

Master of Transportation.

TABULAR STATEMENTS SHOWING THE

NUMBER OF PASSENGERS CARRIED FROM EACH STATION

Upon the line of the BALTIMORE AND OHIO RAILROAD, its WASHINGTON BRANCH and NORTH-WESTERN VIRGINIA ROAD, during the year ending September 30, 1859; with the reduction of the same to Passengers carried one mile.

E.—MAIN STEM.

LOCAL TRAVEL.

Passengers carried one Mile, for the year ending September 30, 1859.

STATIONS.	Passengers East.	Passengers West.	Total Passengers.	Passengers 1 Mile East.	Passengers 1 Mile West.	Total Passengers 1 Mile.
Baltimore		76,596	76,596		4,256,178	4,256,178
Relay	24,396	11,913	36,309	219,554	799,221	1,018,775
Avalon	128	331	459	551	3,703	4,254
Illchester	1,392	245	1,637	16,187	938	17,125
Ellicott's Mills	17,658	2,400	20,058	242,840	48,217	291,057
Elysville	3,111	311	3,422	51,321	7,502	58,823
Woodstock	829	145	974	18,138	3,786	21,924
Marriottsville	1,537	363	1,900	32,052	7,658	39,710
Sykesville	3,454	684	4,138	96,021	23,423	119,444
Hood's Mill	1,247	434	1,681	36,968	12,850	49,818
Woodbine	2,148	434	2,582	66,760	13,638	80,398
Plane No. 1	171	66	237	5,964	1,046	7,010
Mount Airy	1,705	734	2,439	64,892	21,816	86,708
Plane No. 4	118	66	184	4,222	1,844	6,066
Monrovia	1,554	1,122	2,676	62,934	20,418	83,352
Ijamsville	575	436	1,011	22,278	7,208	29,486
Monocacy	540	3,488	4,028	27,995	25,491	53,486
Frederick city	10,657	7,453	18,110	431,560	155,327	586,887
Lime Kiln	159	87	246	1,802	1,342	3,144
Buckeystown	925	176	1,101	7,467	4,237	11,704
Adamstown	1,579	262	1,841	21,057	8,631	29,688
Point of Rocks	1,585	992	2,577	65,805	55,527	121,342
Catoctin Switch	291	175	466	7,629	3,837	11,466
Berlin	951	544	1,495	36,574	17,286	53,860
Knoxville	1,122	653	1,775	43,054	17,579	60,633
Harper's Ferry	7,151	4,276	11,427	404,566	252,559	657,125
Duffield's	1,443	382	1,825	21,486	8,663	30,149
Kerneysville	1,300	933	2,233	58,482	32,160	90,642
Vandlievesville	355	124	479	8,698	1,873	10,571
Martinsburg	3,953	2,498	6,451	186,788	162,932	349,720
North Mountain	1,588	522	2,110	32,900	26,452	59,352
Cherry Run	407	236	643	23,561	22,636	46,197
Sleepy Creek	200	67	267	9,456	2,370	11,826
Hancock	857	644	1,501	43,351	38,710	82,061
Sir John's Run	1,540	478	2,018	104,704	29,373	134,077
Great Cacapon	307	145	452	8,389	4,503	12,892
Orleans Road	214	102	316	6,422	3,654	10,076

E—Continued.

STATIONS.	Passengers	Passengers	Total	Passengers	Passengers	Total
	East.	West.	Passengers.	1 Mile East.	1 Mile West.	Passengers 1 Mile.
No. 12 W. Station	82	95	177	2,845	2,677	5,522
Paw Paw	176	271	447	7,616	20,170	27,786
Little Cacapon	42	61	103	1,723	1,222	2,945
South Branch	76	453	529	4,796	15,430	20,226
Green Spring Run	411	683	1,094	41,720	21,753	63,473
Patterson's Creek	106	467	573	6,996	10,216	17,212
Cumberland	5,667	4,351	10,018	548,039	214,972	763,011
Brady's Mill	505	415	920	9,389	12,931	22,320
Rawling's W. Station....	404	211	615	5,519	3,880	9,399
Black Oak Bottom	105	102	207	1,930	1,604	3,534
New Creek	1,030	1,494	2,524	51,491	72,247	123,738
Piedmont	3,187	1,517	4,704	155,464	92,669	248,133
Bloomington	158	365	523	5,040	10,300	15,340
Frankville	71	31	102	1,715	1,067	2,782
Swanton	179	85	264	8,259	1,838	10,097
Altamont	186	201	387	7,142	2,430	9,572
Oakland	1,545	799	2,344	142,145	28,033	170,178
Hutton's Switch	96	29	125	3,918	804	4,722
Cranberry Summit	523	523	1,046	31,548	13,568	45,116
Rowlesburg	699	1,197	1,896	40,491	24,650	65,141
Tunnelton	613	721	1,334	17,873	17,043	34,916
Newburg	964	1,181	2,145	39,308	27,175	66,483
Independence	306	521	827	14,041	9,351	23,392
Thornton	402	426	828	12,967	6,291	19,258
Grafton	5,249	2,834	8,083	787,862	148,409	936,271
Fetterman	379	493	872	24,206	19,069	43,275
Valley River Falls	174	192	366	5,641	3,595	9,236
Benton's Ferry	246	196	442	13,909	2,786	16,695
Fairmont	2,064	1,763	3,827	160,972	70,145	231,117
Barrackville	112	158	270	3,399	2,888	6,287
Farmington	251	280	531	5,226	4,064	9,290
Nuzum's Mill	75	2	77	1,112	131	1,243
Mannington	1,032	586	1,618	21,977	16,534	38,511
Glover's Gap	100	45	145	2,448	1,237	3,685
Burton	271	570	841	16,917	16,917	33,834
Littleton	222	557	779	7,517	18,072	25,589
Board Tree Tunnel	116	369	485	9,780	10,895	20,675
Bellton	86	335	421	2,075	6,488	6,563
Cameron	819	2,986	3,805	40,387	66,512	106,899
Easton's Siding	188	625	813	3,197	10,930	14,127
Roseby's Rock	116	482	598	1,927	6,046	7,973
Moundsville	2,310	6,225	8,535	98,498	64,285	162,783
Benwood	2,992	2,590	5,582	492,950	10,060	503,010
Wheeling	13,943	.....	13,943	.....	1,027,545	1,027,545
Total Pass. and Miles..	145,425	157,004	302,429	5,354,403	8,223,527	13,577,930

E—Continued.

MAIN STEM—THROUGH TRAVEL.

ANALYSIS OF THE THROUGH TRAVEL OVER THE MAIN STEM, FOR THE FISCAL YEAR ENDING SEP. 30, 1859.

WESTWARD to all Points beyond the Termini of the Road—including tickets from Boston, New York and Philadelphia to Wheeling and Parkersburg.

From Baltimore and Way Stations.	First Class.....	5,819	
	Emigrants.....	2,299	
			8,118
“ Washington City.	First Class.....		4,137
“ Philadelphia.	First Class	1,300½	
	Emigrants	878½	
			2,179
“ New York.	First Class.....	2,367	
	Emigrants.....	1,221	
			3,588
“ Boston.	First Class.....		208½

Total number through Passengers Westward.....18,230½

EASTWARD from all points beyond the termini of Road.

To Baltimore and Way Stations.....	4,598½
To Washington.....	4,374
To Philadelphia.....	2,102½
To New York.....	2,898
To Boston.....	320

Total number Through Passengers Eastward.....14,293

Total number Through Passengers East and West.....32,523½

E—Concluded.

MAIN STEM—SUMMARY.

	Passengers East.	Passengers West.	Passengers East & West.	Passengers. One Mile East.	Passengers One Mile West.	Total Passe'gs One Mile East & West.
Total...	145,425	157,004	302,429	5,354,403	8,223,527	13,577,930
Local Tr'vl..	14,293	18,230½	32,523½	5,752,316½	6,535,925½	12,288,242
Thro' “	159,718	175,234½	334,952½	11,106,719½	14,759,452½	25,866,172

G.
WASHINGTON BRANCH.
LOCAL TRAVEL.

Amount of Passengers carried one mile, during the first year of 1858-59.

STATIONS.	Passengers	Passengers	Total	Passengers	Passengers	Total Passengers
	Northward.	Southward.	Passengers.	One Mile North.	One Mile South.	One Mile North and South.
BALTIMORE.....		90,800	90,800	2,596,029		2,596,029
WASH. JUNCTION	5,512	9,474	14,986	44,096	235,848	279,944
Jessup's Cut.....	3,164	493	3,657	40,141	5,322	45,463
Annapolis Junction..	14,887	2,929	17,816	229,157	51,157	280,314
Savage.....	122	38	160	1,478	557	2,035
Laurel.....	6,286	1,078	8,264	114,917	33,515	148,432
White Oak Bottom...	444	843	1,287	7,656	11,202	18,858
Beltsville.....	1,583	2,825	4,408	36,912	31,427	68,339
Paint Branch.....	320	162	482	6,134	1,564	7,698
Bladensburg.....	1,762	4,428	6,190	45,373	31,136	76,509
WASHINGTON.....	99,407		99,407	3,778,598		3,778,598
Totals.....	133,487	113,970	247,457	4,804,462	2,997,757	7,802,219

TRAVEL BETWEEN BALTIMORE AND WASHINGTON—(Included in the foregoing as local.)

On Single Tickets..... 43,614 from Baltimore to Washington.

“ “ “ 43,111 “ Washington to Baltimore.

Total..... 86,725

On Round Trip Tickets..... 9,418 from Baltimore to Washington.

“ “ “ 9,494 “ Washington to Baltimore.

Total..... 18,912

SOUTHERN TRAVEL.

From Baltimore and points
North of it to points South
of Washington..... } 18,426 Passengers + 39 miles = 718,614 Pass. 1 mile.

From points South of Wash-
ington to Baltimore and
points North of it..... } 25,580 Passengers + 39 miles = 947,620 Pass. 1 mile.

Total Pass. North and South. 44,006 Passeng's + 39 miles = 1,716,234 Pass. 1 mile.

NORTHERN AND EASTERN TRAVEL.

From Washington to Philadelphia.. 11,637 Pass. + 39 miles = 453,843 Pass. 1 mile.

“ “ New York.... 12,979 Pass. + 39 miles = 506,181 Pass. 1 mile.

“ “ Boston..... 25 Pass. + 39 miles = 975 Pass. 1 mile.

From New York to Washington.... 17,080½ “ + 39 miles = 666,139½ “ 1 mile.

“ Philadelphia to “ 11,654 “ + 39 miles = 454,506 “ 1 mile.

Total Passengers..... 53,375½ “ + 39 miles = 2,081,644½ “ 1 mile.

WESTERN TRAVEL ON W. BRANCH.

Western Pass. to Washington :

Via Benwood and Wheeling..... 3,942 Pass. + 31 miles = 122,202 Pass. 1 mile.

Via Parkersburg..... 432 Pass. + 31 miles = 13,392 Pass. 1 mile.

Western Pass. from Washington :

Via Benwood and Wheeling..... 4,110 Pass. + 31 miles = 127,410 Pass. 1 mile.

Via Parkersburg..... 27 Pass. + 31 miles = 837 Pass. 1 mile.

Total Passengers..... 8,511 Pass. + 31 miles = 263,841 Pass. 1 mile.

G—Continued.

WASHINGTON BRANCH—SUMMARY.

	Passengers North.	Passengers South.	Total Passengers North & South	Passengers One Mile North.	Passengers One Mile South.	Total Passengers One Mile North and South.
Local Travel.....	133,487	113,970	247,457	4,304,462	2,997,757	7,302,219
Southern Travel.....	25,580	18,426	44,006	997,620	718,614	1,716,234
North. & Eastern do..	24,641	28,734½	53,375½	960,999	1,120,645½	2,081,644½
Western do..	4,137	4,374	8,511	135,594	128,247	263,841
Totals.....	187,845	165,504½	353,349	6,398,675	4,965,263½	11,363,938½

H.

NORTHWESTERN VIRGINIA ROAD--LOCAL TRAVEL.

STATIONS.	Passengers East.	Passengers West.	Total Passengers.	Passengers One Mile East.	Passengers One Mile West.	Total Passen'gs One Mile East & West.
GRAFTON		5,586	5,586		303,979	303,979
Webster.....	778	679	1,457	16,961	27,434	44,395
Simpson's.....	575	185	760	1,083	5,508	6,591
Flemington	454	519	973	5,741	12,877	18,618
Bridgeport.....	499	757	1,256	15,817	21,522	37,339
Clarksburg	2,602	1,837	4,439	108,308	81,379	189,687
Wilsonburg.....	208	379	587	4,661	13,945	18,606
Salem	427	391	818	8,076	10,834	18,910
Long Run.....	139	122	261	2,773	2,258	5,031
Smithton	188	158	346	5,027	3,388	8,415
West Union.....	838	515	1,353	27,451	14,978	42,429
Central.....	180	119	299	3,437	3,477	6,914
Toll Gate.....	143	132	275	4,488	4,080	8,568
Pennsboro'.....	219	215	434	7,887	6,998	14,885
Ellenboro'.....	445	639	1,084	20,350	16,666	37,016
Cornwallis	115	326	441	3,684	7,060	10,744
Cairo.....	315	359	674	9,800	9,208	19,008
Petroleum	230	288	518	7,965	5,875	13,840
Walker's.....	228	691	919	9,235	8,533	17,768
Kanawha.....	66	287	353	1,983	2,672	4,655
Kaysville.....	448	1,345	1,793	15,835	9,765	25,600
PARKERSBURG	7,434		7,434	517,862		517,862
Totals	16,531	15,529	32,060	798,424	572,436	1,370,860

NORTHWESTERN VIRGINIA—SUMMARY.

	Passengers East.	Passengers West.	Total Passengers East & West.	Passengers One Mile East.	Passengers One Mile West.	Total Passen'gs One Mile East & West.
Local Travel.....	16,531	15,529	32,060	798,424	572,436	1,370,860
Thro' " East.....	1,656		1,656	172,114		172,114
Thro' " West.....		2,687	2,678		278,512	278,512
Totals	18,187	18,207	36,394	970,538	850,948	1,821,486

I.
TABLE OF COMMODITIES TRANSPORTED WESTWARDLY,
Being Through Freight exclusively—From Baltimore to WHEELING, as also from Philadelphia, New York and Boston.

POINTS.	Coffee.	Sugar.	Syrup.	Fish.	Oysters.	Iron.	Tobacco.	Powder.	Marble.	Machinery.	Drugs, &c.	Brick.	Leather.	Vegetables	Grain.	Pig Iron.	Dry Goods.	Groceries.	Miscellaneous
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
From Baltimore.....	223	243	47	172	57	6	264	3	73	14	130		14	57			502	409	512
From New York.....	323	160	95	10			143		25		192		54				746	715	460
From Boston.....				138							27		10				116	84	62
From Philadelphia.....	251	52	65	21			23		51	60	118	2	72		40	3587	514	199	543
Tons.	799	355	207	342	57	6	431	3	150	75	469	2	152	57	40	3587	1929	1408	1578

RECAPITULATION.

From Baltimore* 2,632 tons; New York 2,978 tons; Boston 439 tons; Philadelphia 5,606 tons. Total 11,656 tons.

* NOTE.—The tonnage from Baltimore here given represents merely that sent to Wheeling for re-shipment to points beyond, while that here given from Philadelphia, and the other Eastern points, includes all that was received from those places for Wheeling. The LOCAL TONNAGE of Baltimore to Wheeling was 7,847 tons. See Table L.

J

TABLE OF COMMODITIES TRANSPORTED WESTWARDLY,

Being Through Freight exclusively—From Baltimore to BENWOOD, as also from New York, Boston and Philadelphia, ending 30th September, 1859.

POINTS.	Oysters.	Leather.	Tobacco.	Drugs, &c.	Fish.	Coffee.	Sugar.	Syrup.	Machinery.	Iron.	Marble.	Vegetables.	Hides.	Furniture.	Grain.	Dry Goods.	Groceries.	Miscellaneous.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
From Baltimore.....	241	12	1840	154	253	3548	1366	395	39	143	28	89	28			2365	2139	1741
From New York.....	2	111	131	437	149	974	400	155	48	36						2275	2255	1400
From Boston.....		5	1	93	693	135	34		13	2						800	500	313
From Philadelphia.....	23	99	201	261	102	401	86	66	14	176	63			14	31	3512	1315	1718
	268	229	2224	946	1198	5059	1886	617	115	357	91	89	28	14	31	8952	6200	5174

RECAPITULATION.

From Baltimore 14,390 tons; New York 8,426 tons; Boston 2,592 tons; Philadelphia 8,088 tons. Total 33,497 tons.

IX.

TABLE OF COMMODITIES TRANSPORTED WESTWARDLY,

Being Through Freight exclusively—from Baltimore to PARKERSBURG, as also from New York, Boston and Philadelphia, ending 30th September, 1859.

Points.	Salt Tons.	Coffee. Tons.	Sugar. Tons.	Syrup. Tons.	Fish. Tons.	Oysters. Tons.	Tobacco Tons.	Powder. Tons.	Machinery Tons.	Drugs, Oils, &c. Tons.	Leather. Tons.	Iron. Tons.	Dry Goods Tons.	Groceries Tons.	Miscel. Tons.
.....
From Baltimore	2	2,829	855	760	708	421	1,292	13	12	526	34		1,261	1,780	968
From New York		1,034	180	78	73		92		24	194	108		1,072	1,334	780
From Boston....		6			200				20	112	28		139	193	199
From Philadel..		391	295	179	154		105		29	245	35	35	1,015	1,065	423
.....															
Tons.	2	4,260	1,331	1,018	1,136	427	1,489	13	86	1,078	206	35	3,488	4,373	2,372

RECAPITULATION.

From Baltimore 11,466 tons; from New York 4,975 tons; from Boston 898 tons; from Philadelphia 3,976 tons. Total 21,316 tons.

Statement of Commodities Transported Westwardly, being Local Freight Exclusively, from Baltimore to the Several Stations on the "Main Stem," during the Official Year ending September 30th, 1859.

P.OINTS.	Salt.	Coffee.	Sugar.	Mollasses.	Fish.	Lumber.	Coal.	Plaster.	Oysters.	Hides.	Furniture.	Iron.	Tobacco.	Powder.	Granite & Marble.	Vehicles & Machinery.	Drugs, Oils and Paints	Grain.	Brick.	Leather.	Manures.
First Class Stations	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ellicotts Mills.....	81	43	80	68	60	1,214	761	196	13	.....	97	34	5	.....	.....	10	8	8,799	298	4	868
Frederick.....	408	104	110	98	134	2,159	1,289	569	222	978	47	273	29	9	170	92	18	44	45	8	250
Harper's Ferry....	184	80	125	84	58	148	20	608	5	8	32	122	60	9	6	62	18	2,517	23	2	173
Winchester.....	383	164	460	189	122	.....	100	428	3	103	7	62	99	1	20	38	22	.....	.....	10	229
Martinsburg.....	155	46	65	40	96	.....	50	224	3	14	19	28	17	4	.....	16	15	6	.....	.....	102
Cumberland.....	423	159	297	241	247	.....	.....	.....	.....	14	40	605	60	9	55	83	15	22	.....	.....	2
Piedmont.....	53	22	28	21	38	.....	.....	.....	12	.....	13	54	14	.....	.....	.....	12	.....	.....	.....	.....
Grafton.....	28	95	17	8	3	.....	.....	.....	2	.....	12	13	9	.....	.....	12	4	.....	.....	.....	.....
Cameron.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Moundsville.....	9	10	16	9	4	.....	.....	.....	.....	.....	.....	4	5	.....	.....	.....	.....	.....	.....	.....	.....
Renwood.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Wheeling.....	13	561	94	171	228	.....	.....	.....	9	.....	.....	45	115	9	127	.....	13	.....	.....	36	.....
All other Points..	988	591	726	575	575	2,865	895	640	22	862	223	339	89	54	236	170	53	7,481	188	13	4,542
(21 Class Stations.)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Tons.....	2,729	1,794	2,033	1,499	1,568	6,337	3,117	2,667	308	2,633	493	1,583	494	100	500	487	189	18,763	555	91	6,078

Tons,.....

L—Concluded.
LOCAL FREIGHT WESTWARD.

POINTS.	Cotton.	Vegetables.	Ice.	Dry Goods.	Groceries.	Miscellaneous.	Pig Iron.	Flour.	RECAPITULATION.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Ellicott's Mills,.....	639	39	6	326	424	221	13	76	14,386
Frederick,.....	.....	589	290	1,352	1,616	1,301	19	.....	12,224
Harper's Ferry,.....	.....	115	139	408	570	289	.....	.....	5,866
Winchester,.....	.....	142	.....	398	520	306	52	.....	3,869
Martinsburg,.....	.....	184	10	305	373	159	.....	.....	1,843
Cumberland,.....	.....	244	40	1,051	1,203	605	850	36	6,993
Piedmont,.....	.....	27	.....	120	180	72	.....	.....	672
Grafton,.....	.....	13	.....	20	31	9	.....	.....	195
Cameron,.....	.....	.....	.....	2	5	1	.....	.....	8
Moundsville,.....	.....	.....	.....	16	18	10	.....	.....	111
Other Way Points,.....	531	204	107	1,552	2,657	1,229	3,901	129	32,309
Benwood,.....	.....	.....	.....	.....	.....	.....	591	.....	591
Wheeling,.....	.....	56	70	997	795	640	4,163	.....	7,847
	1,170	1,615	665	6,553	8,207	4,845	9,592	242	86,922

IN-

Exhibit of Tonnage Transported Westwardly over the N. W. Va. Railroad, being Local Freight exclusively, from Baltimore to the several Stations on the N. W. Va. Railroad for the Official Year, ending 30th September, 1859.

From Baltimore	283 Miles.	289 Miles.	296 Miles.	301 Miles.	305 Miles.	310 Miles.	315 Miles.	325 Miles.	329 Miles.
" Grafton, .	4	10	17	22	26	31	36	46	50
Points,	Webster.	Flemington.	Bridgeport.	Clarksburg.	Wilsonburg.	Salem.	Long Run.	Smithton.	West Union.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Tonnage,	367	31	92	977	39	13	1	3	58
Mileage in lbs.	2,943,600	621,000	3,155,200	43,005,600	2,074,800	849,400	75,600	358,800	5,855,000

CONCLUDED.

From Baltimore	337 Miles.	341 Miles.	346 Miles.	351 Miles.	373 Miles.	353 Miles.	376 Miles.	383 Miles.
" Grafton, .	58	62	67	72	94	74	97	104
Points,	Toll Gate.	Pennsboro'.	Ellenboro'.	Cornwallis.	Kanawha.	Cairo.	Claysville.	Parkersburg.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Tonnage,	8	9	51	11	1	15	24	22,124
Mileage in lbs.	933,800	1,227,600	6,947,900	1,670,400	197,400	2,249,600	4,685,100	4,601,844

GENERAL RECAPITULATION.

Actual Tonnage from Baltimore to North-Western Va. Road, Transported 279 Miles on Main Stem and carried to said Account.

Tons,	23,832 @ 279 Miles,	6,649,225,000.
To Parkersburg, "Local,"	807	
" " "Through,"	21,316	
" N. W. Va. Way Points,	1,708	

Entire Tonnage from Baltimore to N. W. Va. Road for the year, . . 23,832 Tons.

**P-
ABSTRACT OF COMMODITIES TRANSPORTED EASTWARDLY**

From the several Stations on the Main Stem of the Baltimore and Ohio Railroad, to Baltimore, during the Twenty-eight Official Years, commencing October 1, 1831, and ending September 30, 1859, inclusive.

ARTICLES TRANSPORTED.	1832. Tons.	1833. Tons.	1834. Tons.	1835. Tons.	1836. Tons.	1837. Tons.	1838. Tons.
Flour.....	146,936 bbls. 12,610	169,957 bbls. 16,390	182,211½ bbls. 27,630	268,162 bbls. 25,862	174,643 bbls. 16,845	113,870 bbls. 11,569	142,412½ bbls. 15,391
Tobacco.....	..... 174	631 hhd 351	801 hhd 312	2,309 hhd 898	2,377 hhd 913	2,328 hhd 908	1,468 hhd 624
Grain.....	353	280	523	1,500	2,348	1,848	11,106
Meal, &c	512	1,056	741	2,463	2,349	2,660	1,920
Provisions.....	29	289	161	53	354	737	647
Live Stock .....	.....	51	23	46	71	16	834
Whiskey	66	69	130	208	244	295	413
Granite, lime, soap and limestone...	8,332	13,343	10,592	8,626	9,269	10,031	7,812
Iron.....	1,574	1,143	1,548	2,523	3,796	4,833	3,269
Iron Ore .....	.....	.....	.....	.....	.....	.....	.....
Lard and Butter.....	.....	.....	.....	.....	.....	.....	.....
Coal.....	.....	.....	.....	.....	.....	.....	.....
Fire-Wood .....	.....	.....	.....	.....	.....	.....	.....
Leather .....	.....	.....	.....	.....	.....	.....	.....
Bark .....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick.....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil .....	.....	.....	.....	.....	.....	.....	.....
Lumber .....	.....	.....	.....	.....	.....	.....	.....
Hay .....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed .....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous	5,766	4,194	4,562	5,400	4,616	7,799	3,647
TOTAL TONS.....	29,416	37,166	36,192	46,979	40,805	40,696	45,663

P.—Continued.

ARTICLES TRANSPORTED.	1839. Tons.	1840. Tons.	1841. Tons.	1842. Tons.	1843. Tons.	1844. Tons.	1845. Tons.
Flour	264,033½ bbls	392,449½ bbls	255,618 bbls.	233,536 bbls.	266,146½ bbls	241,550 bbls.	235,602½ bbls
Tobacco.....	28,516	42,383	27,642	25,233	28,744	26,066	25,446
Grain.....	861 hhd	2,115 hhd	1,367 hhd	1,884 hhd	3,456 hhd	3,598 hhd	6,770½ hds.
Meal, &c.....	368	900	572	769	1,510	1,517	2,885
Provisions.....	1,263	2,004	166	255	2,508	1,878	1,923
Live Stock.....	1,429	2,373	1,012	885	1,001	1,102	1,370
Whiskey.....	451	414	502	201	2,870	2,403	2,352
Granite, lime, soap and limestone...	427	432	671	326	1,219	4,669	5,172
Iron.....	468	492	395	26	566	733	730
Iron Ore.....	4,121	5,218	4,225	3,399	2,597	4,501	5,644
Land and Butter.....	5,006	3,030	1,024	1,389	2,485	3,552	4,810
Coal.....	.....	.....	.....	.....	.....	.....	.....
Fire-Wood .....	.....	.....	.....	.....	476	780	1,206
Leather.....	.....	.....	.....	.....	4,864	5,687	16,021
Bark.....	.....	.....	.....	.....	.....	.....	.....
Fire-Brick .....	.....	.....	.....	.....	.....	.....	.....
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool .....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber .....	.....	.....	.....	.....	.....	.....	.....
Hay .....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed .....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	2,803	3,257	4,273	4,133	3,694	4,219	3,502
TOTAL TONS.....	44,852	60,503	40,482	36,616	52,634	57,107	71,061

P.—Continued.

ARTICLES TRANSPORTED.	1846. Tons.	1847. Tons.	1848. Tons.	1849. Tons.	1850. Tons.	1851. Tons.	1852. Tons.
Flour	412,776½ bbls	579,870½ bbls	416,110½ bbls	469,261 bbls.	508,127 bbls.	471,872 bbls.	617,604½ bbls
.....	44,586	62,899	44,717	50,007	54,036	50,969	66,377
Tobacco.....	5,539 hhds	4,130 hhds	5,582 hhds	4,496 hhds	2,217 hhds	3,423 hhds	2,537 hhds
.....	2,344	1,700	2,322	1,761	776	1,263	950
Grain	1,172	6,693	1,475	3,347	818	4,684	4,991
Meal, &c.....	1,394	1,967	1,593	1,532	1,408	2,491	3,174
Provisions.....	3,192	3,824	4,705	3,808	2,121	2,258	2,411
Live Stock.....	4,382	8,204	12,713	18,991	14,863	14,553	14,557
Whiskey.....	547	700	1,111	1,078	807	755	778
Granite, lime, soap and limestone..	5,205	6,030	6,081	4,358	5,469	6,796	8,378
Iron.....	7,543	8,855	7,326	6,722	7,556	10,956	6,511
Iron Ore.....	.....	.....	.....	3,123	2,470	4,386	2,726
Lard and Butter.....	1,661	1,489	1,752	1,767	987	585	435
Coal.....	18,394	50,259	67,289	71,699	132,534	139,110	132,306
Fire-Wood .....	.....	.....	.....	91	88	662	437
Leather.....	.....	.....	.....	696	956	1,257	1,103
Bark.....	.....	.....	.....	1,169	559	1,188	1,781
Fire-Brick.....	.....	.....	.....	1,508	962	1,071	931
Cotton.....	.....	.....	.....	.....	.....	.....	.....
Wool.....	.....	.....	.....	.....	.....	.....	.....
Lard Oil.....	.....	.....	.....	.....	.....	.....	.....
Lumber.....	.....	.....	.....	.....	.....	.....	.....
Hay.....	.....	.....	.....	.....	.....	.....	.....
Hemp.....	.....	.....	.....	.....	.....	.....	.....
Flaxseed.....	.....	.....	.....	.....	.....	.....	.....
Miscellaneous.....	4,250	6,136	7,861	3,353	3,288	3,738	4,397
TOTAL TONS.....	94,670	158,466	157,405	176,610	230,388	246,724	252,243

P.—Concluded.

ARTICLES TRANSPORTED.	1853. Tons.	1854. Tons.	1855. Tons.	1856. Tons.	1857. Tons.	1858. Tons.	1859. Tons.
Flour	666,160 bbls.	709,495 bbls.	533,320½ bbls.	910,696 bbls.	791,885½ bbls.	986,001½ bbls.	752,927 bbls.
Wheat	70,185	76,625	53,332	91,059	77,158	98,600	75,292
Tobacco.....	18,982 hhds	14,543 hhds	13,081 hhds	16,829 hhds	11,440 hhds	30,943 hhds	25,861 hhds
Grain.....	8,857	7,333	6,420	7,337	5,438	14,939	14,038
Meal, &c.....	9,610	11,675	7,498	27,231	15,371	21,948	15,168
Provisions.....	2,362	1,773	1,302	2,489	1,699	3,610	4,160
Live Stock	5,631	32,927	24,706	36,012	26,287	31,149	26,318
Whiskey	12,481	17,477	21,913	26,208	21,750	23,416	25,184
Granite, lime, soap and limestone...	1,223	4,858	9,491	15,133	18,294	19,304	14,761
Iron.....	9,906	8,666	5,949	7,040	6,954	4,898	3,294
Iron and Copper Ore.....	7,852	7,526	6,993	5,350	5,280	5,548	4,150
Lard and Butter.....	6,192	12,883	7,882	6,990	12,113	8,090	11,607
*Coal.....	1,200	9,707	4,708	5,876	6,464	5,272	4,001
Fire-Wood	308,890	444,817	451,870	446,013	490,943	310,529	323,899
Leather.....	104	755	913	1,022	263	124	074
Bark.....	1,363	2,368	2,367	2,643	2,191	2,489	3,080
Fire-Brick	913	1,151	2,341	1,787	4,106	2,507	2,935
Cotton.....	1,942	1,348	1,236	3,519	1,453	1,074	1,701
Wool	1,158	619	480	556	171	672	1,701
Lard Oil	113	198	679	1,226	1,202	684	783
Lumber	45	1,744	1,287	1,713	1,484	1,061	1,396
Hay	48	2,191	3,605	6,214	11,655	8,127	2,750
Hemp.....	509	491	140	364	315	167	243
Flaxseed.....	464	3,500	2,074	1,216	442	530	446
Miscellaneous.....	6	3	19	14	3	4	16
8,427	10,959	5,384	6,365	9,969	13,674	9,030	
TOTAL TONS.....	459,495	661,597	622,589	703,377	723,019	578,081	*566,214

The aggregates embrace the fractions of tons. *These items do not embrace the business on which freight was pre-paid at points of departure, except in the coal.

2-
 ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE
 FROM WHEELING, on the **Main Stem** of the *Baltimore and Ohio Railroad*.—being **Through Freight**—during
 the year ending September 30, 1859, viz:

D A T E .	COTTON.		WOOL.		HEMP.		FLOUR.		TOBACCO.		GRAIN.		PORK & BACON.	
	Bales.	Tons.	Bales.	Tons.	Bales.	Tons.	Barrels.	Tons.	Hhds.	Tons.	Tons.	Tons.	Tons.	Tons.
1858—October .....	.....	.....	70	6	.....	.....	3,943	394	3	.....	137	8	.....	.....
November .....	.....	.....	14	.....	80	22	2,657	265	5	2	128	13	.....	.....
December	32	8	.....	.....	32	9	609	60	29	11	143	361	.....	.....
1859—January	136	34	18	1	38	10	12	1	37	14	.....	276	.....	.....
February	84	20	.....	.....	73	20	1,583	158	114	48	25	207	.....	.....
March	236	60	6	.....	56	15	715	71	417	181	.....	95	.....	.....
April	99	25	4	.....	60	17	797	79	588	266	8	94	.....	.....
May .....	.....	.....	.....	.....	8	2	1,432	143	945	430	49	223	.....	.....
June .....	.....	.....	782	72	.....	.....	682	68	975	429	3	5	.....	.....
July .....	.....	.....	1,409	142	.....	.....	332	33	444	200	.....	8	.....	.....
August .....	.....	.....	446	42	.....	.....	130	13	176	76	.....	17	.....	.....
September .....	.....	.....	156	13	.....	.....	82	8	7	3	51	7	.....	.....
	587	148	2,905	280	347	97	12,974	1,297	3,740	1,665	549	1,320		

Q—Concluded.

D A T E.	LEATHER.		WHISKEY.		LARD & BUTTER.		LARD OIL, LIVE STOCK.		MISCELL' S.		R E C A P I T U L A T I O N . *	
	Tons.		Bbls.	Tons.	Tons.		Tons.		Tons.		Tons.	
1858—October....	8		2,228	398							587 Bales Cotton	148
November.	6		2,251	385			1,030	95			2,905 Bales Wool.....	280
December.	14		1,837	323			1,113	85			347 Bales Hemp.....	97
1859—January....	33		1,670	298			842	89			12,974 Bbls. Flour.....	1,297
February..	8		982	172			960	24			3,740 Hhds. Tobacco.....	1,665
March.....	26		1,263	220	1		831	34			Grain	549
April.....	8		998	168	5		1,123	81			Pork and Bacon	1,320
May.	10		604	103	1		720	116			Leather	147
June.....	5		7	1	4		783	70			11,927 Bbls. Whiskey.....	2,078
July....	6		16	2			718	41			Lard and Butter.....	370
August....	11		47	8			769	62			Lard Oil.....	13
September	7		24	4			750	78			Live Stock.....	10,175
							532	74			Miscellaneous.....	855
											Total Tons.....	19,100
	147		11,927	2,078	13		10,175	855			* Includes all from Wheeling, Local and Through, and Live Stock.	

* Includes all from Wheeling, Local and Through, and Live Stock.

R.
ABSTRACT OF COMMODITIES

Being Through Freight exclusively, received at Baltimore from BENWOOD, on the Main Stem of the Baltimore and Ohio Railroad, during the year ending September 30, 1859, viz:

D A T E .	COTTON		WOOL.		HEMP.		FLOUR.		TOBACCO.		GRAIN.	MEAL AND SHORTS.		PORK AND BACON.	
	Bales.	Tons.	Bales.	Tons.	Bales.	Tons.	Barrels.	Tons.	Illds.	Tons.		Tons.	Tons.	Tons.	Tons.
1858—October....	187	45	52	3	41	12	42,092	4,209	239	145	172	8	768		
November..	708	176	50	4	.....	.....	26,522	2,652	42	23	46	.....	519		
December..	548	135	12	1	.....	.....	15,434	1,543	23	10	.....	.....	832		
1859—January....	20	4	6	.....	.....	.....	8,752	875	55	22	.....	.....	866		
February....	.....	.....	13	.....	61	9	11,256	1,125	228	98	15	.....	1,144		
March	55	6	4	.....	.....	.....	12,322	1,232	518	219	.....	.....	1,548		
April.....	251	62	.....	.....	10	2	10,401	1,040	828	358	.....	.....	1,285		
May.....	328	82	.....	.....	.....	.....	9,204	920	1,652	728	83	.....	698		
June.....	43	10	498	48	115	26	6,135	613	2,590	1,594	108	.....	620		
July	112	25	1,143	117	84	18	2,583	258	1,072	495	9	.....	808		
August	362	82	775	77	44	12	7,461	746	797	422	31	.....	740		
September..	245	58	1,040	70	66	14	11,603	1,160	301	193	25	.....	677		
	2,859	697	3,593	327	421	95	163,765	16,376	8,345	4,313	492	8	10,511		

R—Concluded.

D A T E .	LEATHER.		WHISKEY.		LARD & BUTTER.		LARD OIL.		LUMBER.		MISCELL' S.		R E C A P I T U L A T I O N .	
	Tons.		Bbls.		Tons.		Tons.		Tons.		Tons.			
1858—October.....	19	9,711	1,682	89	55	15	253	2,859 Bales Cotton.....	697					
November ..	16	5,079	870	145	106		148	3,593 Bales Wool.....	327					
December ..	29	3,087	545	239	66		144	421 Bales Hemp.....	95					
1859—January.....	15	1,471	261	299	87		92	163,765 Bbls. Flour.....	16,376					
February ...	20	707	124	212	62		193	8,345 Hhds. Tobacco.....	4,313					
March.....	10	2,930	511	78	113	89	204	Grain.....	492					
April	15	3,673	647	150	17		246	Meal and Shorts.....	8					
May	15	1,861	326	11	81	8	334	Pork and Bacon.....	10,511					
June	25	2,200	392	25	79		206	Leather.....	381					
July.....	36	417	72	25	39		208	36,704 Bbls. Whiskey.....	6,415					
August.....	75	2,383	428	53	35		292	Lard and Butter...	1,411					
September..	101	3,185	543	78	35		580	Lard Oil.....	732					
								Lumber	113					
								Miscellaneous.....	2,904					
								Total Tons.....	44,782					
	381	36,704	6,415	1,411	732	113	2,904							

S-
ABSTRACT OF PACKAGES LOADED AT BENWOOD,*

By the Baltimore and Ohio Rail Road Company, and Forwarded to Baltimore, during the year ending Sept. 30th, 1859.

DATE.	Bbls. Flour.	Bbls. Pork.	Bbls. Lard.	Bbls. Beef.	Bbls. Seed.	Bbls. Butter.	Bbls. Whiskey.	Bbls. Alcohol.	Tres. Hams.	Tres. Lard.	Kegs Lard.	Kegs Butter.	Casks Bacon.
1858—October.....	43,433	62	105	33	236	66	8,607	1,115	234	114	9	962	1,430
November.....	26,471	597	138	280	50	57	4,255	896	113	204	1,398	312	642
December.....	13,770	4,213	358	345	.....	105	2,540	310	37	749	1,341	163	99
1859—January.....	9,442	1,357	763	67	63	66	1,361	155	536	976	853	29	984
February.....	10,556	202	783	45	47	24	630	90	332	591	417	114	1,978
March.....	12,622	796	314	.....	5	35	2,721	205	713	111	73	17	2,504
April.....	10,083	2,358	263	.....	.....	2	3,525	106	693	522	866	47	1,136
May.....	9,100	536	10	.....	.....	21	1,836	.....	325	5	42	114	1,032
June.....	6,050	225	71	.....	.....	12	1,972	3	713	50	25	52	914
July.....	2,821	.....	18	1	.....	10	373	3	706	160	525	58	1,418
August.....	7,621	14	102	200	.....	19	2,374	169	819	30	95	100	1,143
September.....	11,504	88	86	26	.....	66	2,430	646	527	142	188	203	1,151
Total.....	163,173	10,448	3,014	997	401	483	32,624	3,698	5,748	3,654	5,832	2,171	14,431

* This embraces the business shown in the last table—in another form.

S—Continued.

DATE.	Boxes Bacon.	Boxes Starch.	Bags Malt.	Bags Feathers	Bags Wheat.	Bales Wool.	Bales Hemp.	Bales Cotton.	Hhd. Tobacco.	Hides.	Bbls. Apples.	Boxes Soap, Candles.	Rolls. Leather.
1858—October .....	.....	1,049	.....	691	2,873	56	.....	240	241	267	5	1,201	240
November	366	150	.....	348	569	49	66	721	42	273	.....	1,570	179
December	18	.....	.....	19	.....	12	.....	369	23	870	.....	2,879	102
1859—January	109	.....	.....	45	.....	6	.....	20	55	635	2	2,237	113
February	133	500	.....	14	.....	13	61	.....	234	323	.....	3,738	126
March	77	.....	.....	21	67	7	.....	227	520	388	.....	2,671	169
April	169	587	.....	9	363	.....	.....	186	670	1,177	.....	1,709	245
May	2	1,392	400	82	1,266	.....	.....	328	1,622	1,464	.....	850	205
June .....	.....	.....	1,000	159	923	490	163	23	2,667	326	.....	670	369
July .....	.....	.....	.....	271	148	1,134	38	116	1,046	796	.....	669	328
August .....	.....	465	.....	451	497	786	66	813	745	2,078	.....	680	229
September .....	.....	650	.....	635	415	1,000	68	247	299	5,676	.....	836	275
Total	874	4,793	1,400	2,745	7,121	3,553	462	3,290	8,164	14,273	7	19,710	2,581

S—Concluded.

DATE.	Bbls. Oil.	Boxes Cheese.	Hlf Bbls Beef.	Bbls. Tallow.	Bags Seed & Grain.	Leads Baon	Bbls. Eggs.	Bales Broom Corn.	Bales Hog Hair.	Miscel- laneous.	Total Packages	Total Pounds.	Freight Revenue.
1858—October.....	299	160	.....	23	.....	.....	51	665	.....	3,103	67,670	15,355,037	45,087 58
November.....	574	.....	.....	8	.....	.....	26	530	.....	1,490	42,374	9,579,931	28,117 38
December.....	332	.....	12	.....	.....	1	.....	474	.....	608	29,749	6,546,002	20,725 22
1859—January.....	172	.....	.....	103	.....	1	20	42	.....	771	20,986	5,243,577	16,494 14
February.....	314	.....	.....	.....	160	.....	.....	.....	.....	3,040	24,465	6,138,238	19,132 47
March.....	588	.....	.....	.....	.....	.....	282	56	.....	1,554	26,743	8,147,794	25,886 92
April.....	115	.....	.....	.....	.....	.....	158	.....	.....	2,021	27,010	7,413,500	20,601 76
May.....	456	.....	.....	.....	.....	.....	68	.....	606	17,880	39,642	6,407,014	17,001 37
June.....	398	.....	.....	.....	.....	.....	51	.....	.....	3,043	20,369	7,688,268	18,972 97
July.....	220	.....	.....	.....	.....	.....	32	.....	.....	3,344	14,235	4,258,873	12,220 62
August.....	195	.....	.....	23	10	.....	.....	.....	.....	5,869	25,593	6,156,321	16,955 28
September.....	135	.....	.....	5	.....	.....	58	1,203	.....	4,998	33,258	6,800,056	20,024 41
Total.....	3,798	150	12	162	170	2	746	2,970	606	47,721	371,994	89,133,611	\$261,220 12

T -
 ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE,
From PARKERSBURG on the North Western Virginia Road, by the Baltimore and Ohio Rail Road, being "Through Freight" during the year ending September 30th, 1859.

DATE.	COTTON.		WOOL.		HEMP.		FLOUR.		TOBACCO.		GRAIN.		MEAL & SHOTS.		PORK & BACON.	
	Bales.	Tons.	Bales.	Tons.	Bales.	Tons.	Bbbs.	Tons.	Hds.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858—October.....			13	.....	8	1	26,213	2,621	78	38	337	16	16	174		
November.....	510	128	20	1	.....	.....	56,799	5,679	38	25	217	.....	.....	341		
December.....	196	47	64	2	.....	.....	33,265	3,326	81	43	432	115	115	644		
1859—January.....	209	51	44	1	.....	.....	19,754	1,955	200	100	381	.....	.....	957		
February.....	362	88	.....	.....	216	55	15,623	1,562	476	318	417	.....	.....	518		
March.....	734	175	5	.....	137	46	21,441	2,144	1,225	720	973	.....	.....	1,580		
April.....	938	233	69	5	168	47	25,011	2,501	1,849	1,340	731	.....	.....	2,060		
May.....	240	57	9	.....	132	42	26,821	1,682	2,730	1,990	612	.....	.....	4,076		
June.....	18	4	479	43	96	24	17,416	1,741	1,376	903	259	.....	.....	1,868		
July.....	.....	.....	418	35	.....	.....	8,521	852	776	490	517	.....	.....	849		
August.....	.....	.....	250	22	.....	.....	13,723	1,372	199	92	214	.....	.....	131		
September.....	235	59	235	20	84	23	21,741	2,174	79	37	244	.....	.....	1,050		
	3,442	848	1,606	134	892	253	285,328	28,632	9,107	6,201	5,339	132	132	14,254		

T—Concluded.

DATE.	LEATHER.		WHISKEY.		LARD AND BUTTER.		LARD OIL.		LIVE STOCK.		LUMBER.		COAL.		MISCELLA.	
	Tons.		Bbbs.	Tons.	Tons.		Tons.		Tons.		Tons.		T ^{on} s.		Tons.	
1858—October.....	15		1,108	185	40		3		417						25	
November.....	37		4,393	763	16		27		796						44	
December.....	44		3,279	588	94		39		418						60	
1859—January.....	112		1,933	334	314		54		395						78	
February.....	30		915	172	198		21		530				21		145	
March.....	40		3,820	685	176		76		630				7		140	
April.....	30		3,178	565	412		121		331		69				270	
May.....	64		1,940	338	332		111		361						435	
June.....	53		1,589	280	23		115		453		6				255	
July.....	67		1,173	181	11		56		163		32				267	
August.....	25		1,098	175	5		15		583		34				241	
September.....	35		2,616	448	18		4		500		2				156	
Total	556		27,042	4,720	1,645		347		5,580		146		29		2,121	

RECAPITULATION.

3,442 bales Cotton 848 tons; 1606 bales Wool 134 tons; 892 bales Hemp 253 tons; 286,328 bbbs. Flour 28,632 tons; 9,107 hhds. Tobacco 6,201 tons; Grain 5,339 tons; Meal and Shorts 132 tons; Pork and Bacon 14,254 tons; Leather 556 tons; 27,042 bbbs. Whiskey 4,720 tons; Lard and Butter 1,645 tons; Live Stock 5,580 tons; Lumber 146 tons; Coal 29 tons; Miscellaneous 2,121 tons. Total 71,245 tons.

77-
ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE.

Being Local Freight, Exclusively from the several Stations on the Main Stem of the Baltimore and Ohio Railroad, during the year ending September 30th, 1859.

DATE.	Cotton.		Wool.		Flour.		Tobacco.		Grain.		Flax-seed.		Meal & Shorts.		Pork and Bacon.		Fire Wood.		Granite.		Free Stone.		Lime.	
	Bales.	Tons.	Bales.	Tons.	Bbls.	Tons.	Hhds.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	
1858--October.....	62	2	2,211	22,118	2,211	94	37	459	3	227	11	370	11	49	.....	.....	.....	.....	370	11	49	.....
November.....	24	0	2,648	26,484	2,648	31	12	623	1	383	7	20	307	145	.....	.....	.....	.....	307	145	11	.....
December.....	56	3	2,451	24,518½	2,451	3	1	185	2	341	70	29	125	52	.....	.....	.....	.....	125	52	60	.....
1859--January.....	30	1	1,968	19,688½	1,968	14	10	827	.....	224	11	.....	86	.....	.....	.....	.....	.....	.....	86	.....	.....
February.....	89	7	2,380	23,800½	2,380	65	31	831	.....	294	20	.....	59	.....	.....	.....	.....	.....	.....	59	.....	.....
March.....	79	4	2,049	20,495	2,049	74	30	1,273	2	516	5	.....	99	122	30	.....	.....	.....	99	122	30	.....
April.....	15	0	1,434	14,348	1,434	398	146	493	.....	298	10	.....	414	14	44	.....	.....	.....	414	14	44	.....
May.....	19	80	1,619	16,197	1,619	1,355	528	1,133	.....	342	.....	.....	230	76	54	.....	.....	.....	230	76	54	.....
June.....	13	289	1,335	13,354½	1,335	980	401	773	.....	303	.....	.....	125	30	75	.....	.....	.....	125	30	75	.....
July.....	225	12	1,984	19,847	1,984	473	197	360	.....	243	.....	.....	166	.....	.....	.....	.....	.....	166	.....	.....	.....
August.....	213	11	4,507½	45,071½	4,507	579	235	974	2	464	.....	.....	272	.....	.....	.....	.....	.....	272	.....	.....	.....
September.....	39	1	41,862	41,862	41,862	426	157	634	1	379	.....	.....	49	141	13	.....	.....	.....	49	141	13	.....
	32	1,201	73	287,790½	28,779	4,492	1,790	8,570	16	4,020	113	2,160	74	2,160	740	387								

RECAPITULATION.

32 Bales Cotton.....	7	Pork and Bacon.....	113
1,201 " Wool.....	73	Fire Wood.....	74
287,790½ Bbbs. Flour.....	28,779	Granite.....	2,160
4,492 Hhds. Tobacco.....	1,790	Free Stone.....	740
	8,570	Lime.....	387
	16		
Flaxseed.....	16		
Meal and Shorts.....	4,020		
		Tons carried over	46,729

U—Concluded.

DATE.	Soap Stone.	Iron.	Manganese.	Leather.	Whiskey.	Bark.	Lard & Butter.	Lard Oil.	Live Stock.	Lumber.	Coal.	Fire Brick.	Hay.	Miscellaneous.
	Tons.	Tons.	Tons.	Tons.	Bbls.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858—October.....	91	546	1,034	224	241	41	207	247	677	1,694	19,795	124	.....	287
November.....	113	467	682	142	409	66	123	108	1,903	1,343	20,839	118	.....	374
December.....	52	471	850	168	956	167	80	60	925	773	18,407	76	8	173
1859—January.....	.....	223	548	121	897	158	33	20	991	1,725	19,469	17	11	256
February.....	6	242	937	86	707	127	37	.....	768	1,354	15,390	.....	23	235
March.....	17	250	498	213	1,052	208	121	12	611	1,813	21,467	175	57	226
April.....	110	372	1,219	100	1,152	208	117	2	345	1,836	23,554	121	24	280
May.....	127	349	1,758	233	931	163	845	3	527	2,211	40,948	35	33	347
June.....	157	360	1,093	164	814	142	782	13	692	2,348	34,033	78	27	245
July.....	.....	319	1,359	115	538	95	239	24	180	1,972	30,167	87	1	191
August.....	113	274	1,581	123	489	87	205	21	634	1,406	33,796	87	20	178
September.....	26	272	743	172	448	78	189	48	776	1,345	30,283	152	34	177
	816	4,150	11,607	1,867	8,634	1,546	2,985	563	15	8,335	308,154	1,074	243	2,976

RECAPITULATION.—Concluded.

Tons brought over.....	46,729	Live Stock.....	8,335
Soap Stone.....	816	Lumber.....	20,025
Iron.....	4,150	Coal.....	322,753
Iron Ore, &c.....	11,607	Fire Brick.....	1,074
Leather.....	1,867	Hay.....	243
Whiskey.....	1,546	Miscellaneous.....	2,976
Bark.....	2,985		
Lard and Butter.....	563		
		Tons.....	425,682

The aggregates in each column embrace the tonnage of the hundreds, &c., carried on for each month.

V.

ABSTRACT OF COMMODITIES RECEIVED AT BALTIMORE,

Being Local Freight exclusively from the several Stations on the N. W. V. A. ROAD, by the Baltimore and Ohio Railroad during the year ending September 30th, 1859.

DATE.	WOOL.		FLOUR.		TOBACCO.		GRAIN.	PORK & BACON.
	Bales.	Tons.	Bbls.	Tons.	Hhds.	Tons.	Tons.	Tons.
1858—Oct ..	5		405	40	1		46	
Nov ..	1		470½	47			18	3
Dec ..			477	47	4	1	31	9
1859—Jan ..	4		235	23			3	4
Feb ..			18	1	1		8	
Mar ..	1		42	4	9	4	29	
April			24	2	7	3	16	
May ..	6		59	5	17	7	17	
June.	34	1	199	19	51	28	15	
July .	34	1	80	8	18	11	31	
Aug ..	9				5	1		
Sept ..	9		60	6	13	8		
	103	3	2,069½	206	126	67	217	17

RECAPITULATION.

103 bales Wool 3 tons; 2,069½ bbls. Flour 206 tons; 126 hhds. Tobacco 67 tons; Grain 217 tons; Pork and Bacon 17 tons.

DATE.	LEATHER	LARD & BUTTER.	LARD OIL.	LIVE ST'K	LUMBER.	MISCEL.
	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
1858—Oct...	1	1	1	102	331	19
Nov ..	1			359	127	24
Dec ..	1			390	57	30
1859—Jan...	2	2		167	126	11
Feb ..	3	2		20	32	29
Mar ..	3			21	69	14
April	3				201	12
May .				177	287	3
June.	3			202	167	5
July .	2			263	206	8
Aug ..	2			305	428	2
Sept ..				359	478	10
	27	10	1	2,369	2,514	171

RECAPITULATION.

Leather 27 tons; Lard and Butter 10 tons; Lard Oil 1 ton; Live Stock 2,369 tons; Lumber 2,514 tons; Miscellaneous 171 tons.

TRANSPORTATION TABLES.

W-
FLOUR, Transported over the Baltimore and Ohio Railroad into Baltimore, during the year ending September 30th, 1859.

DATE.	11 Mile Post.	Ilechester.	Ellicott's Mills.	Mariottsville.	Hood's Mill.	Woodbine.	Plane No. 1.	Mount Airy.	Plane No. 4.	Monrovia.	Iamsville.	Reel's Mill.	Monocacy.	Fredrick.	Buckeystown.	Lime Kiln Switch.
1858—October,	1,633	2,292	6,137	...	312	...	...	109	...	402	117	246	490	2,519	...	180
November, ...	1,849	1,175	8,097	...	65	60	...	116	...	720	215	565	846	2,829	...	98
December, ...	2,111	1,840 ¹ / ₂	6,899	...	70	...	...	115	...	610	207	309	325	2,714	...	156
1859—January, ...	751	1,122 ¹ / ₂	5,966	...	150	...	...	345	37	574	83	245	491	2,539	...	319
February, ...	640	2,296	5,533 ¹ / ₂	...	338	...	...	297	...	406	110	140	566	3,279	...	268
March, ...	1,034	3,740	6,058	...	341	...	...	325	...	970	254	286	245	2,086	...	60
April, ...	822	1,660	4,698 ¹ / ₂	...	28	1	...	584 ¹ / ₂	...	343	...	...	282	1,316	...	322
May, ...	2,810	1,156	5,017	...	133	...	17	440	...	387	115	66	100	1,791	...	...
June, ...	910	675	4,763 ¹ / ₂	...	20	...	...	267	...	411	...	43	207	1,359	...	...
July, ...	4,955	2,707	4,701	...	116	...	...	158	...	368	136	70	216	2,003	404	160
August, ...	5,816	4,538	9,181 ¹ / ₂	41	547	1	...	279	...	873	92	263	889	5,148	...	1,266
September, ...	4,066	2,541	8,187	...	332	...	...	317	...	1,752	450	300	862	5,955	...	852
Barrels, ...	27,417	26,333	75,239	41	2,452	62	17	3,262 ¹ / ₂	37	7,816	1,779	2,533	5,519	33,538	404	3,661

W—Continued.

DATE.	Davis' Warehouse.	Point of Rocks.	Catoctin.	Berlin.	Knoxville.	Harper's Ferry.	Duffields.	Kernysville.	Vanchievesville.	Martinsburg.	North Mountain.	Hancock.	Great Cacapon.	Paw Paw.	Green Spring Run.	Patterson's Creek.
1858—October,	427	32	44	...	42	4,695	...	361	240	494	60	...	...	...	39	...
November,	540	181	84	50	...	6,821	36	400	152	712	20	40	...	...	...	72
December,	206	379	23	...	198	6,544	60	237	...	834	120	...	...	10	...	112
1859—January,	160	279	...	...	346	5,050	...	...	150	579	60	...	...	...	...	61
February,	400 $\frac{1}{2}$	569	...	...	160	7,270	...	55	150	345 $\frac{1}{2}$	60	...	...	...	53	...
March,	198	138	...	...	143	4,123	56	...	80	160	...	...	...	...	...	67
April,	75	77	...	39	...	3,615	...	...	...	95	136	...	...	...	...	103
May, .....	...	71	...	...	...	3,280	25	...	...	102	...	...	...	...	235	16
June,	129	256	16	...	...	3,756	...	129	...	216	...	...	...	...	...	117
July, .....	...	348	...	...	52	2,733	...	...	80	333	248	...	...	...	...	16
August,	688	633	...	8	54	11,687	...	320	460	2,083	230	...	...	...	...	...
September,	548	915	...	...	160	11,444	80	473	326	2,177	...	...	105	...	...	...
Barrels,	3,371 $\frac{1}{2}$	3,378	167	177	1,155	71,018	257	1,975	1,638	8,130 $\frac{1}{2}$	934	40	105	10	327	564

WV—Concluded.

DATE.	Cumberland.	Brady's Mill.	New Creek.	Fetterman.	Fairmont.	Barnesville.	Cameron.	Moundsville.	Benwood.	Wheeling.	Parkersburg.	Wash'n Branch.	Webster.	Bridgeport.	Clarksburg.	West Union.	Ellenboro'.	Claysville.	TOTALS.	
																			Main Stem.	Whole Road
1859—October,.....	...	20	18	...	...	...	240	942	42,092	1,304	26,618	2,495½	80	...	325	...	...	...	23,422	94,771
November,...	...	140	36	80	240	...	165	245	26,522	4,165	57,269½	4,321	80	...	390½	...	...	...	28,010	112,932½
December,...	...	230	111	...	80	...	...	80	15,434	1,500	33,742	3,654½	80	...	220	...	42	155	24,887½	74,303½
1859—January,...	...	320	61	...	...	...	...	...	8,758	242	19,939	2,491	80	...	130	...	25	...	19,690½	48,441½
February,...	...	240	32	...	...	82	...	...	11,256	1,282	15,641	2,434	...	...	...	...	18	...	25,072½	52,280½
March,...	...	...	31	20	...	...	...	...	12,322	1,026	21,483	1,791	...	...	...	...	1	41	21,210	55,015
April,...	67	...	84	...	...	...	160	...	10,401	797	25,035	96	...	...	...	...	24	...	15,145	50,581
May,...	...	240	36	...	...	...	...	...	9,204	1,432	26,880	43	...	...	...	...	10	43	16,613	53,713
June,...	...	...	...	...	...	80	...	...	6,135	682	17,615	883	...	160	...	39	...	...	14,036½	37,786½
July,...	52	...	...	...	...	...	...	...	2,583	322	8,601	3,509	...	...	...	...	...	...	20,179	31,363
August,...	...	...	...	...	...	1	...	...	7,461	130	13,723	5,589	...	...	...	...	...	...	45,157½	66,391½
September,...	...	...	...	...	...	...	...	...	11,603	82	21,801	4,640½	...	...	...	...	...	...	41,944	75,348
Barrels,...	119	1,190	409	80	340	322	406	1,267	163,745	12,974	28,397½	31,647½	320	240	1,065	39	120	285	295,367½	732,927

GENERAL RECAPITULATION.

Main Stem,.....	287,790 1/2
Wheeling,.....	12,974
Benwood,.....	163,765
Parkersburg,.....	286,328
“(Way),.....	2,069 1/2
Total,.....	732,927
Washington Branch,.....	31,647 1/2
Grand Total,.....	784,574 1/2

X.
RETURN OF LIVE STOCK.

Transported upon the Baltimore and Ohio Railroad, including all Through Stock, transferred at Benwood, &c., during the year ending September 30th, 1859.

WHERE FROM.	HOGS.		SHEEP.		HORSES AND MULES.		HORNED CATTLE.	
	No.	Weight. Tons.	No.	Weight Tons.	No.	Weight Tons.	No.	Weight Tons.
Wheeling.....	70,185	6,885	13,317	572	1,532	766	3,317	1,981
Moundsville	3,788	356	6,214	270	445	222	524	262
Cameron	3,272	290	170	8	8	4	41	20
Littleton	53	4	.....	.....	.....	.....	.....	.....
Burton	2,971	238	481	20	.....	.....	98	49
Mannington.....	1,035	163	405	20	.....	.....	15	7
Farmington.....	1,883	357	2,967	118	.....	.....	1,103	501
Barnesville	4,182	91	1,756	80	.....	.....	389	196
Benton's Ferry.....	89	9	.....	.....	.....	.....	13	6
Fetterman.....	336	36	444	16	24	12	270	135
Independence.....	563	44	378	16	25	12	.....	.....
Oakland.....	.....	.....	.....	.....	1	.....	104	52
Piedmont.....	.....	.....	268	8	2	1	.....	.....
New Creek	797	78	240	12	.....	.....	215	107
Brady's Mill.....	101	9	.....	.....	.....	.....	148	74
Cumberland.....	474	44	1,744	65	745	372	335	162
Patterson's Creek...	1,586	156	362	20	3	1	2,639	1,319
Green Spring Run...	713	65	519	26	6	3	293	146
North Mountain....	2,296	168	136	5	.....	.....	.....	.....
Martinsburg.....	2,211	209	4,677	187	19	9	242	121
Duffields.....	232	19	61	4	1	.....	20	10
Harper's Ferry.....	2,800	249	3,310	122	9	4	537	263
Berlin.....	711	63	1,064	46	.....	.....	41	20
Catoctin.....	214	20	165	8	.....	.....	.....	.....
Point Rocks.....	42	4	.....	.....	.....	.....	.....	.....
Buckeystown.....	.....	.....	.....	.....	.....	.....	17	8
Frederick	3,187	244	1,081	42	23	11	125	62
Monocacy.....	676	67	.....	.....	.....	.....	.....	.....
Ijamsville.....	.....	.....	.....	.....	.....	.....	1	.....
Mount Airy.....	48	4	.....	.....	.....	.....	.....	.....
Sykesville .....	.....	.....	188	8	.....	.....	13	6
Marriottsville.....	.....	.....	100	4	.....	.....	.....	.....
Ellicotts Mills.....	33	4	.....	.....	.....	.....	.....	.....
	104,478	9,885	40,047	1,679	2,843	1,421	10,900	5,525

RECAPITULATION.

104,478 Hogs.....	9,885
40,047 Sheep.....	1,679
2,843 Horses.....	1,421
10,900 Cattle.....	5,525

146328

18,511

Y.

RETURN OF LIVE STOCK,

Transported upon the **Baltimore and Ohio Railroad**, including all **Through**, transferred at **Penwood**, &c., during the year ending
September 30th, 1859.

DATE.	HOGS.		SHEEP.		HORSES & MULES.		HORNED CATTLE.	
	Number.	Weight. Tons.	Number.	Weight. Tons.	Number.	Weight. Tons.	Number.	Weight. Tons.
1858—October.....	14,050	1,279	5,316	218	105	52	315	157
November.....	19,281	1,823	2,109	92	161	80	641	320
December.....	9,646	933	1,646	76	69	34	1,448	724
1859—January.....	6,518	632	2,779	120	173	86	2,226	1,113
February.....	6,025	546	3,030	145	627	313	1,171	594
March.....	8,196	795	2,397	101	507	253	1,193	583
April.....	7,544	720	2,817	102	202	101	278	142
May.....	7,225	633	4,633	183	221	110	764	383
June.....	5,872	565	5,029	214	95	47	1,071	583
July.....	4,708	549	3,375	145	121	60	366	195
August.....	7,882	733	4,638	182	337	168	593	301
September.....	7,531	673	2,278	96	225	112	834	425
	104,478	9,885	40,047	1,679	2,843	1,421	10,900	5,525

RECAPITULATION.

104,478 Hogs.....	9,885
40,047 Sheep.....	1,679
2,843 Horses.....	1,421
10,900 Cattle.....	5,525
	<hr/>
	18,511

Z.

RETURN OF LIVE STOCK

Transported from the North Western Va. Road, to Baltimore during the year ending September 30th, 1859.

DATE.	HOGS.		SHEEP.		HORSE'S & MUL'S		HOR'D CATTLE.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
1858—Oct...	3,381	278	764	34			416	208
Nov..	8,845	824	995	49	21	10	545	272
Dec...	5,757	559	170	8	2	1	481	240
1859—Jan...	2,038	186	629	25	27	13	675	337
Feb...	1,126	89	991	50	139	69	650	342
Mar..	1,459	107	688	28	89	44	855	471
April	1,322	91	862	44	13	6	378	189
May..	2,256	214	1,512	70			508	254
June.	1,665	173	3,014	131	8	4	662	347
July.	554	49	917	41	20	10	656	325
Aug..	2,402	212	3,327	119	1		1,201	556
Sept..	1,892	200	1,176	43	11	5	1,316	610
	32,697	2,986	15,045	644	331	165	8,343	4,153

RECAPITULATION.

32,697 Hogs weighing 2,986 tons; 15,045 Sheep weighing 644 tons; 331 Horses weighing 165 tons; 8,343 Cattle weighing 4,153 tons. Total 7,950 tons.

WHERE FROM	HOGS.		SHEEP.		HORSE'S & MUL'S		HOR'D CATTLE.	
	No.	Tons.	No.	Tons.	No.	Tons.	No.	Tons.
Parkersburg	26,852	2,453	10,912	370	317	158	5,179	3,241
Claysville...	1,110	91	405	20			119	59
Ellenboro....	528	47					50	25
Pennsboro...	1,253	120	540	20			248	124
West Union.	1,032	97					91	35
Salem.....	90	9						
Wilsonburg.	367	30	100	4			302	176
Clarksburg..	206	30			3	1	170	85
Bridgeport..	896	75	1,934	77			1,653	826
Flemington.	50	4	745	36			25	12
Webster.....	313	27	409	16	11	5	506	211
	32,696	2,989	15,045	644	331	165	8,343	4,153

RECAPITULATION.

32,697 Hogs weighing 2,986 tons; 15,045 Sheep weighing 644 tons; 331 Horses weighing 165 tons; 8,343 Cattle weighing 4,153 tons. Total 7,950 tons.

A.A.-
EXHIBIT OF TONNAGE

Transported from Baltimore over the Washington Branch to WASHINGTON, and the several Intermediate Stations, for the Official Year ending 30th September, 1859—Less 9 Miles of said Tonnage carried to Main Stem Account.

POINTS.	E. RIDGE LANDING.	HANOVER SWITCH.	JESSOPS' CUT.	ANNAPOIS JUNCTION.	SAVAGE.	LAUREL.	W. BOTTOM.
Distances from Baltimore.....	Miles 10.	Miles 12.	Miles 14.	Miles 18.	Miles 19.	Miles 22.	Miles 25.
Distances from Wash. Junction.	" 1.	" 3.	" 5.	" 9.	" 10.	" 13.	" 16.
TONS	6334	738	1435	2864	1854	1972	977
and its Mileage in Pounds.	12,669,400	4,430,400	14,350,500	51,561,000	37,089,000	51,272,000	31,281,600

EXHIBIT OF TONNAGE—Continued.

POINTS.	BELTS- VILLE.	BLADENS- BURG.	WASHING- TON.
Distances from Baltimore.....	Miles 27.	Miles 32.	Miles 40.
Distances from Wash. Junction.	" 18.	" 23.	" 31.
TONS	772	1153	28,191
and its Mileage in Pounds.	27,808,200	53,081,700	1,747,891,600

RECAPITULATION OF EXHIBIT OF TONNAGE TO WASHINGTON BRANCH.

RECAPITULATION Of Tonnage and Mileage to the Several Points.

POINTS.	Miles.	Tonnage.	Mileage in Pounds.
Elkridge Landing	1	6,334	12,669,400
Hanover Switch.....	3	738	4,430,400
Jessop's Cut.....	5	1,435	14,350,500
Annapolis Junction..	9	2,864	51,561,000
Savage.....	10	1,854	37,089,000
Laurel.....	13	1,972	51,272,000
White Oak Bottom...	16	977	31,281,600
Beltsville.....	18	772	27,808,200
Bladensburg	23	1,153	53,081,700
Washington	31	28,191	1,747,891,600

Total in Tons.....46,294.....1,015,717

TABLE showing Tonnage Monthly.

DATES.	WASHINGTON. Tons.	WAY POINTS. Tons.
1858—October	3,295	1,916
November..	2,790	1,464
December..	2,553	1,486
1859—January....	2,838	1,174
February...	2,112	1,459
March.....	2,553	2,309
April.....	2,134	1,604
May	2,282	1,132
June.....	1,874	1,081
July.....	1,586	1,094
August	2,013	1,568
September.	2,157	1,810
	28,191	18,103
	18,103	
Total for Year..	46,294	9 Miles.

Tons 416,653 carried to "Main Stem" Mileage Account.

BB.

RETURN OF THE TONNAGE,

*And Revenue thereupon transported from Washington and the intermediate Stations on the **Washington Branch** of the Baltimore and Ohio Railroad to Baltimore, during the year ending September 30th, 1859.*

DATE.	TONNAGE	STREET- AGE.	WASH. BR'S. PROPORT'N	MAIN ST'MS PROPORT'ON	TOTAL AMOUNT.
	2,366	81	1,627 56	590 34	2,217 90
1858—October.....	2,255	102	1,477 17	592 61	2,069 78
November..	1,746	84	1,177 83	486 07	1,663 90
December..	2,002	51	1,390 86	471 18	1,862 04
1859—January....	1,968	46	1,399 73	458 11	1,857 84
February...	2,231	59	1,862 64	561 93	2,424 57
March	2,058	25	1,842 62	508 73	2,351 35
April.....	2,000	39	1,695 50	483 68	2,179 18
May.....	2,000	20	1,433 40	391 21	1,824 61
June.....	1,846	44	1,120 14	426 65	1,546 79
July.....	2,922	84	1,790 51	691 98	2,482 49
August....	2,505	88	1,515 66	623 52	2,139 18
September.					
Total.....	25,951	\$723	\$18,333 62	\$6,286 01	\$24,619 63

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REPORT

OF THE

Master of Road.

Road Department's Report.

Office of Master of Road,

Baltimore and Ohio Rail Road,

OCTOBER 1ST, 1859.

JOHN W. GARRETT, Esq. *President.*

SIR :

In submitting the Annual Report of this Department for the year just ended, I deemed it best to follow the order of my last report, as nearly as possible, that a proper and just comparison may be made.

This Department has been charged with \$346,206 88 for Repairs of Railway, which embraces the maintenance of the Road and all labor and materials used in the repairs of track.

This amount, compared with last year's account, shows a decrease of \$482,936 14.

MAINTENANCE OF ROAD

Consists of surfacing, ditching, maintaining original width of road-bed, and removing slips, and has cost \$36,150 53. This, divided by the length of the Road, 380 miles—380) 36,150 53 (\$95 13 per mile—which shows a decrease of \$37 90 per mile, when compared with the same account of last year.

RENEWAL OF BALLAST.

On this account there has been expended \$18,013 98.— This amount, divided by the length of track, 561.2 miles—561.2) \$18,013 98 (\$32 10 per mile—or a decrease of \$21 25 per mile, when compared with the same account of last year.

REPAIRS OF RAILWAY.

The amount expended in repairs for labor and materials has been :

For Labor.....	\$179,569 33
“ Materials.....	112,473 04
Total.....	<u>\$292,042 37</u>

Which shows a decrease, when compared with last year's account, of \$456,515 28.

RECAPITULATION.

Maintenance of Road.....	\$36,150 53
Renewal of Ballast.....	18,013 98
Repairs of Railway.....	<u>292,042 37</u>
Total.....	<u>\$346,206 88</u>

Length of main track and sidings is 561.2 miles, which divided into the cost of repairs, \$346,206 88, gives \$616 09 per mile for repairs of railway, which is \$856 91 per mile less than last year.

The amount of new iron used in repairs has been 4,986 tons, which will show the relaying of new iron to be equal to 53 miles of track during the year. My estimate for the coming year is 6,000 tons of new or re-rolled rails.

Statement No 1, in the Appendix, shows the yearly comparison from 1843 to 1859, inclusive, of expenses and revenue.

Statement No. 2, shows the names and length of sidings, and the kind of rails with which they are laid ; also the increase and decrease.

WATCHMEN.

Watching Cuts.....	\$30,765 59
“ Tunnels.....	\$1,443 15

MAINTENANCE OF BRIDGES.

Repairs and Rebuilding.—This account is charged for labor and materials with \$18,588 38, which is \$6,402 91 less than the amount expended last year.

The bridges continue in good, safe condition, and experience proves the actual economy and other advantages in the use of our iron and stone structures. We have no draw-bridge on our entire line. This circumstance, in connection with the careful and judicious management of our Transportation Department, is earning for our road a deserved popularity as a very safe and reliable passenger route.

Statement No. 3, shows in detail, the amount expended on each bridge.

Cost of watching bridges.....\$6,168 95

REPAIRS OF MAGNETIC TELEGRAPH.

This account has been charged with \$2,277 70, which shows a decrease, when compared with the same account last year, of \$1,136 17.

WASHINGTON BRANCH.

REPAIRS OF RAILWAY.

The amount expended on this account has been \$21,989 26, of which \$2,408 58 was for ditching and maintenance of road-bed. This shows a decrease of \$18,832 24, when compared with the same account last year.

REPAIRS OF BRIDGES.

To this account has been charged \$393 21, which shows an increase of \$136 59, when compared with the same account last year.

CONSTRUCTION, MAIN STEM.

GRADUATION.

Under this head is charged the completion of the arching Tunnels on the Main Stem, which was effected on the 31st January last.

The amount expended on this account has been \$30,-328 38. See Detailed Statement No. 4, which shows the amount expended on each Tunnel.

Statement No. 5, will show the number of Tunnels on the Main Stem ; also their length and width.

The completion of Glover's Gap Tunnel, and some other items of expenditure during the last six months, amounting to \$2,542 09, properly belonging to construction, have been charged to repairs.

RAILWAY TRACKS.

To this account has been charged \$1,302 35 for additional tracks at Grafton.

PARKERSBURG BRANCH.

REPAIRS OF RAILWAY.

The amount expended on this account has been

For Repairs of Railway.....	\$45,456 92
“ Maintenance and Improving Road	22,422 24
Total.....	\$67,879 16

In this connection it is proper to repeat the remarks embraced in my last annual report, viz : “ The unfinished state of the work on the road has called for large outlays, which properly belong to construction, but which, from the peculiar character of the work, were difficult to separate, and have therefore been charged to repairs.”

WATCHMEN.

Watching Cuts.....	\$2,252 90
“ Tunnels	1,361 90

REPAIRS OF BRIDGES.

The amount expended on this account has been.....	\$4,839 21
Cost of Watching Bridges.....	54 90

REPAIRS OF MAGNETIC TELEGRAPH.

The amount expended on this account has been.....	\$591 C3
---	----------

CONSTRUCTION.

GRADUATION.

The amount charged to this account during the year, has been \$13,779 02, all of which has been expended in securing and improving the condition of Tunnels.

RAILWAY TRACKS.

This account is charged with \$5,064 27 for additional ballasting.

A comparison of the leading items of expense of last year will show:

	1858.	1859.	Increase.	Decrease.
For Repairs of Railway.....	\$59,257 57	45,456 92		13,800 65
“ Maintenance & improving road-bed	16,507 87	22,422 24	5,914 37	
“ Repairs of Bridges.....	170 87	4,839 21	4,668 34	
Watching “	331 50	54 90		286 60
“ Cuts.....	11,166 80	2,252 90		9,913 90
“ Tunnels.....	7,738 85	1,361 90		6,376 95

The large saving in “watching” arises mainly from the discontinuance of night trains, which have been withdrawn as unnecessary and unprofitable, under existing circumstances; and the increased outlay for improving the road and bridges, from a strong desire to gain increased safety in running our trains.

Of both the Main Stem and Branches, it is proper to remark, that a general reduction of speed has produced a most

favorable effect in maintaining our road at greatly diminished expense, as well as a great diminution in number and extent of casualties.

Having used 4,986 tons of new iron rails, (relaying 53 miles of track,) and 158,876 new white oak ties, (being 5,979 more than were used the preceding year,) with good stone ballasting, and having improved the slopes and drainage during the year, the entire road is now in better condition than at any former period. The improved condition of the Machinery has also tended to prevent accidents, and lessen expenses.

The completion of the Tunnels in December last, has greatly promoted economy in transportation. We have now on the Main Stem, sixteen Tunnels, measuring 12,804 lineal feet, of which 12,072 feet are arched with substantial masonry, and 732 feet are cut through solid rock.

Renewed acknowledgments are due to my Assistants, for constant care, and faithful performance of their various duties, as well as for their general devotion to the Company's interests.

All which is respectfully submitted,

JOHN L. WILSON,

Master of Road.

1.

Statement showing the comparative cost of the Repairs of Track, Bridges, Water Stations and Depots, including all materials, Watching Bridges and Pumping Water, with the increased miles run by the Locomotives, Tonnage and Passengers carried one mile, from the 1st October, 1842, to 1st October, 1858.

Year.	Miles of Road in use.	No. of Miles run by Passenger and Tonnage Engines.	Increase per ct. run by Locomotives.	No. of Tons carried one mile.	Increase per cent. on Tons carried one mile.	No. of Passengers carried one mile.	Increase per ct. on Passengers one mile.	Total Cost of Repairs of Track per mile per year.	Increase per ct. on Repairs.
1843	179	509,765	.....	7,109,310	.....	6,062,455	.....	\$463 50	.....
1844	"	537,352	5.41	7,382,468	3.84	8,231,187	35.77	540 70	1.66
1845	"	558,718	9.60	11,277,453	58.63	9,267,920	52.87	492 65	16.29
1846	"	666,634	30.77	16,294,065	129.19	10,700,960	76.51	648 95	40.01
1847	"	808,026	58.50	27,294,065	283.92	12,835,856	111.72	749 42	61.68
1848	"	914,693	79.43	30,027,902	322.37	12,244,235	134.95	935 00	101.72
1849	"	1,005,786	97.30	27,289,313	283.87	12,970,203	113.94	1,089 28	135.01
1850	"	1,109,356	117.62	34,363,692	383.36	14,411,611	137.71	693 00	49.51
1851	205	1,285,088	152.09	44,366,399	524.06	12,014,693	98.18	729 74	57.44
1852	267	1,515,784	197.35	54,316,927	664.02	11,382,327	87.74	800 80	72.76
1853	380	2,009,446	294.19	82,516,224	1,060.68	19,172,385	216.24	940 80	102.97
1854	"	3,220,976	531.85	151,192,958	2,026.55	19,117,718	215.34	905 55	95.37
1855	"	3,257,321	538.98	168,430,208	2,269.14	19,875,043	227.83	1,034 66	123.22
1856	"	3,975,752	679.91	194,019,210	2,629.08	28,184,141	364.89	1,079 48	132.89
1857	"	3,724,133	630.55	202,852,401	2,753.33	31,236,823	415.25	1,035 92	123.50
1858	"	3,626,805	611.46	*165,176,864	2,223.38	25,195,308	315.59	1,473 00	217.80
1859	"	3,192,788	526.32	163,854,324	2,204.78	25,866,172	326.66	616 09	32.92

*EXPLANATORY NOTE.—This aggregate includes 3,103,000 tons one mile on 15,500 tons Coal for Company's use hauled from Piedmont to Baltimore. Deducting this it would leave but 161,963,864 as the actual tonnage one mile on Main Stem account. (See Master of Transportation's Report for 1859.)

TABLES OF THE

1.—Continued.

Year.	Miles of Road in use.	Total Cost of Repairs of Bridges per year.	Increase per ct. on Repairs of Bridges.	Total Cost of Repairs of Water Stations per year.	Increase per cent. on Repairs of Water Stations.	Repairs of Depots, Watching Bridges, Pumping Water, &c.	Increase per ct. on Repairs of Depots, &c.	Annual Revenue for each year.	Increase per ct. of Revenue.
1843	179	\$6,248 06	.....	\$903 89	.....	\$7,396 00	.....	\$575,235	.....
1844	"	6,454 81	3.30	633 74	29.88	7,364 21	.42	658,619	14.49
1845	"	55,516 24	789.18	1,525 94	68.80	8,984 50	21.47	738,603	28.40
1846	"	58,139 73	830.52	2,119 76	134.49	20,318 52	174.72	895,315	55.63
1847	"	65,363 74	946.14	2,450 13	171.03	26,633 05	260.10	1,101,936	91.56
1848	"	59,509 18	852.44	3,946 82	336.60	27,003 20	265.10	1,213,664	110.98
1849	"	30,317 03	385.22	4,795 65	432.52	25,851 16	249.52	1,241,205	115.77
1850	"	11,527 50	84.49	8,111 39	797.29	28,050 43	279.26	1,343,805	133.60
1851	"	15,861 20	153.85	9,377 54	937.36	28,326 43	282.99	1,349,222	134.55
1852	205	13,684 12	119.01	11,151 50	1,133.60	25,331 50	242.60	1,325,562	130.43
1853	380	16,093 33	159.57	12,028 47	1,230.61	29,128 22	293.83	2,033,419	253.49
1854	"	64,179 30	927.18	19,197 43	2,022.55	33,013 97	373.40	2,645,689	533.75
1855	"	49,750 64	696.25	13,084 94	1,347.48	51,286 86	593.44	3,711,454	545.20
1856	"	51,951 64	731.48	17,877 74	1,877.86	51,690 61	598.90	4,385,951	662.46
1857	"	68,120 39	990.26	26,772 31	2,861.90	90,373 61	851.50	4,616,998	702.62
1858	"	24,991 29	299.98	10,613 90	1,074.24	58,705 44	653.18	3,856,485	570.42
1859	"	18,588 38	197.51	7,249 99	702.08	34,633 36	368.27	3,618,618	529.07

2.

Statement showing the **Names and Lengths of Sidings and kind of Rail**, on the several Sub-divisions of the Baltimore and Ohio Railroad, **Main Stem**; also, the Increase and Decrease—September 30, 1859.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
1	Locust Point Yard	T	1,457			
	" " "	"	4,925			
	" " "	U	6,400			
	" " "	Plate	2,877			
	Reese's Furnace.....	"	182			
	" "	T	52			
	Dobbin & Warfield.....	U	720			
	" "	T	211			
	Ellicott's Switch.....	U	200			
	" "	T	60			
	Baltimore Gas Company.....	"	60			
	Addison's Brick Yard.....	"	162			
	" " "	U	162			
	Coal Yard near Slip.....	T	117			
	Pratt Street Turnout.....	Cast	875			
	Burn's Brick Yard	U	240			
	Phillip's Switch..	"	178			
	Sidings at Mount Clare	Plate	13,559			
	" " "	U	11,163			
	" " "	T	11,885	821		
	" " "	Cast	895			
	Camden Station.....	T	23,100			
	" "	Groove	470			
	Cecil Alley	U	600			
	" "	T	420			
	Siding	"	210			
	Alley Siding Curve.....	Cast	77			
	Jno. W. Ross & Co.	Plate	95			
	Curve Track	Cast	77			
	Wm. Robinson.....	Plate	95			
	Cecil Alley	T	2,730			
	Carey Street Bridge to junction Locust Point road.....	U	13,464			
	Sidings.....	T	7,660			
	Mount Clare Junction	"	1,860			
	" " "	U	720			
	5th Mile "Scott's Cut".....	T	425	250		
	West of Deep Cut	"	260		240	
	" " "	U	200			
	6th Mile.....	T	460			Left
	8th Mile.....	"	240			Right
	9th Mile—Relay House.....	"	562			"
	" " South Side	"	224			Left
	" " " "	U	150			"
	Avalon	"	209			"
	South Side	"	300			Right
	" "	"	100			"
	" "	"	145			"
	Bailey & Worthington.....	T	285			Left
			111,518	1,071	240	

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
	<i>Brought Forward</i>		111,518	1,071	240	
	Ilchester.....	Plate	550			Right
	".....	U	170			"
	".....	T	120			"
	Isaac's Stone Quarry.....	U & T	225			Left
	Ellicott's Mills.....	Plate	1,190			"
	".....	U	560			"
	".....	T	617			"
	".....	U	485			"
	Union Wood Siding.....	"	200			"
	Hollofield's.....	"	440			"
			116,075	1,071	240	
2	Elysville.....	T	220			Right
	" Lime Switch.....	"	200			"
	Dorsey's Run.....	U	300			"
	Woodstock.....	"	260			"
	Marriottsville.....	"	529			"
	" Lime Switch....	U & T	340			"
	Tunnel Switch.....	"	331			"
	Elba Furnace.....	"	1,062			Left
	Sykesville—South Side.....	T	576			"
	" North ".....	U & T	1,608			Right
	Patterson's.....	T	240			"
	Slabtown.....	U & T	6,824			Left
	Gaither's Siding.....	U	75			"
	".....	Cast	231			"
	".....	U	151			"
	Hood's Siding—North Side...	"	299			"
	".....	U & T	1,578			"
	Bentz's Switch.....	"	622			"
	Morgan's ".....	U & T	440			"
	Woodbine—North Side.....	U	710			"
	" South ".....	T	615			Right
	Water's Switch.....	T	240			"
	Plane No. 1.....	U & T	3,771			"
			21,222			
3	Plane No. 1.....	U & T	820			Right
	Mount Airy.....	T	1,300			"
	".....	Plate	270			"
	" Bussard's.....	T	850			Left
	Y ".....	"	750			Right
	Plane No. 4.....	U	780			"
	".....	"	540			"
	Bartholow's.....	"	415			Left
	Monrovia.....	"	572			Right
	Ijamsville.....	Plate	375			"
	Hoffman's.....	T	500			Left
	Reel's Mills.....	"	294			Right
	Stone Quarry.....	"			675	Left
	Ganbrill's.....	"	350			Right
	Monocacy Bridge.....	Plate & T	4,213			
	Brengle's.....	T	560			Left
	Depot in Frederick.....	Plate & U	4,800			
			17,389		675	

2—Continued.

No. of Div.	NAMES OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
4	Lime Kiln.....	Plate & U	535			Right
	Buckeystown	"	1,296			Left
	Davis' Warehouse.....	"	500			"
	Doub's Switch.....	"	264			Right
	Point of Rocks.....	"	520			Left
	Catoctin.....	"	700			"
	Berlin.....	U & T	4,392			Right
	Furnace Switch.....	Plate	640			Left
	Knoxville.....	Plate & U	475			"
	Pacely's Mill.....	T	483			"
	Weaverton	"	3,080			Right
	Sandy Hook.....	Plate & U	2,204			Left
			15,089			
5	Sandy Hook.....	U & T	3,150			Right
	Harper's Ferry Bridge.....	"	150			Left
	" " Trestling.....	U	1,800			"
	Quarry Siding.....	"	680			"
	Pitcher's Mill.....	"	200			"
	Duffields	"	300			Right
	Kearneysville.....	"	220			"
	Dunnington.....	"	407			Left
	Flagg's Mill.....	Plate	160			"
	Martinsburg	U & T	15,706			Right
	" Engine House....	"	6,500			"
	McClure's or Staub's Mill....	U	200			Left
			29,473			
6	Martinsburg	U & T	7,708			Right
	North Mountain.....	T	525			"
	Cherry Run.....	U & T	5,205			"
	Sleepy Creek.....	"	1,971	605		Left
			15,409	605		
7	Hancock	U & T	8,980			Right
	Depot Siding.....	U	192			"
	Sir John's Run.....	U & T	6,444			"
	Leopard's.....	U	283			"
	C. D. Grafflin.....	U & T	356			Left
	Great Cacapon.....	"	231			"
	Willett's Run.....	"	7,763			Right
	Rockwell's Run.....		7,794			"
			32,043			
8	140th Mile Siding.....	T	1,650			Left
	Doe Gulley Tunnel.....	T & U	2,000			Right
	W. S. No. 36, formerly No. 12	"	11,967			Left
	Paw Paw.....	U	300			"
	Little Cacapon Depot.....	"	90			"
	" " Near Bridge.....	U & T	8,679			Right
			24,686			"

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease	Side of Road.
9	French's Depot.....	U	500			Right
	Green Spring Run.....	U & T	7,000			"
	Patterson's Creek.....	"	9,700			"
	Cumberland East of Balto. St.	T	3,240			"
	" " "	U	12,436			"
	" " Yard.....	U & T	16,529			"
	Will's Creek.....	T	3,060			"
			52,465			
10	Buck Lodge.....	U & T	760			Left
	Brady's Mill.....	T	5,527			"
	" "	"	290			"
	Rawling's W. Station.....	"	3,345			Right
	" " "	"	290			"
	Black Oak Bottom.....	"	4,144			"
	" " "	"	290			"
			14,646			
11	New Creek.....	T	4,600			Left
	Phenix.....	"			100	Right
	Piedmont.....	"	20,892			"
	" "	"	1,280	} 982		Left
	" to Eng. H & Shops	"	3,500			Right
	Hampshire Coral Co.....	"	300			Left
	New Creek Co.....	"			200	"
	Bloomington.....	"	284		171	"
	Langollin.....	"			100	"
	Frankville.....	"	2,545			"
	" "	"	645		345	Right
	Thomas's.....	Plate			300	"
	Swanton.....	T	1,163	27		"
			35,209	1,009	1,216	
12	Wilson's Store Siding.....	T	6,200			Right
	Y at Altamont.....	Gro. & T	675			"
	47th Section.....	T	900			Left
	Oakland.....	"	5,425			"
	Hall's Switch.....	"	415		685	Right
	Hutton's "	"	1,560	1,424		Left
	Duval's "	"	480	334		"
			15,655	1,758	685	

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
13	Cranberry Summit.....	T	7,409			Left
	Y at " "	Groove	200			Right
	Rodemer's Tunnel, E. End...	T	.....		528	"
	" " W. " ..	"	1,300		50	"
	Packie's Quarry.....	"	.....		500	Left
	Symington's Quarry.....	"	.....		200	"
	Cheat River.....	"	4,105			Right
	Rowlesburg	"	796			"
	Y at "	"	360			Left
	259th Mile.....	"	2,225			Right
	Tunnelton	"	5,371			"
	"	"	735			"
	McGrew's.....	"	410		97	Left
			22,911		1,375	
14	Kingwood Tunnel, W. End..	T	862		38	Right
	Murray's Tunnel.....	"	.....		400	"
	Newburg.....	"	5,860			Left
	Y at "	"	820			Right
	Tracks to Engine House.....	"	1,240			"
	Coal Sidings.....	"	900			"
	Independence.....	"	300			"
	Lancaster Furnace.....	"	146		34	Left
	Thornton	"	5,327			"
	"	"	250	70		"
	Grafton.....	"	3,273	3,273		Right
	" to 280 Mile P.....	"	8,046	1,338		Left
			27,024	4,681	472	
15	Fetterman	T	7,144		6,817	Left
	"	"	309		591	"
	Valley Falls.....	"	3,450			"
	Nuzum's Mill.....	"	229	129		"
	Texas	"	3,184			"
	Benton's Ferry.....	"	750			R & L
			15,066	129	7,408	
16	Pierpont & Watson.....	T	93			Left
	Fairmont.....	"	97			"
	Main Siding at Fairmont.....	"	3,099			Right
	Jackson's " "	"	97			"
	Barnesville	"	501	20		Left
	Barracksville.....	"	495	35		Right
	Farmington	"	4,598	284		"
	Brick Yard.....	"	500	500		"
	Mannington.....	"	4,151			"
			13,631	839		

2—Continued.

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
17	Glover's Gap.....	T	4,688		77	Right
	Burton.....	"	4,369	1,774		Left
	" Engine House & Y.....	"	779			Right
	Littleton	"	3,725			Left
	" Quarry.....	"	515	133		Right
	Board Tree Tunnel, E. End...	"	947		3,555	Left
			15,023	1,907	3,632	
18	Board Tree Tunnel, W. End.	T	.....		2,600	Right
	Bellton.....	"	2,150			"
	Welling Tunnel, E. End....	"	550		650	"
	" " W. End.....	"	.....		500	Left
	Cameron	"	4,700			"
	Easton's.....	"	3,588			"
			10,988		3,750	
19	Shepherd's Tunnel.....	T	645			Left
	Roseby's Rock.....	"	3,960			"
	Quarry	U	150			Right
	Hogan's Mill.	T	180			"
	Moundsville	"	5,984			Left
	" Brick Yard.....	U	.....		1,000	Right
	" Coal Yard.....	T	468	168		"
	Gravel .....	"	.....		690	"
	McMechen's Cut.....	"	4,725			Left
	Benwood.....	"	3,525			"
	Benwood Junction.....	"	4,000			"
	" Cattle Yard.....	"	1,800			Right
	Ritchie Town.....	"	7,500			Left
	Wheeling Depot.....	"	9,120			"
	Engine House & Y.....	"	3,639	169		Right
			45,696	337	1,690	

RECAPITULATION OF SIDINGS ON MAIN STEM,

September 30th, 1859.

No. of Sub-Division.	Length.	Increase.	Decrease.	Remarks.
1st Sub-Division.	116,075	1,071	240	
2d "	21,222	.....	.....
3d "	17,389	.....	675	
4th "	15,089	.....	.....
5th "	29,473	.....	.....
6th "	15,409	605	.....
7th "	32,043	.....	.....
8th "	24,686	.....	.....
9th "	52,465	.....	.....
10th "	14,646	.....	.....
11th "	35,209	1,009	1,216	
12th "	15,655	1,758	685	
13th "	22,911	.....	1,375	
14th "	27,024	4,681	472	
15th "	15,066	129	7,408	
16th "	13,631	839	.....
17th "	15,023	1,907	3,632	
18th "	10,988	.....	3,750	
19th "	45,696	337	1,690	
	539,700	12,336	21,143	

Total length of Sidings on Main Stem..... 102 miles, 1,140 feet.

Total decrease " " 1 mile, 3,527 "

2—Continued.

Statement showing the Names and Length of each Siding and kind of Rail used on the Washington Branch; also, the Increase and Decrease—September 30, 1859.

NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease.	Side of Road.
Viaduct Siding.....	T & Plate	1,026			Left
Elk Ridge.....	T	1,150			"
" Off Cast.....	"	250			"
Hanover Siding.....	Plate	580			Right
Dorsey's Cut.....	"	750			Left
Jessop's Cut, East end.....	T	2,500			"
" West end.....	"	1,125			"
Williams'.....	"	670			Right
Old Patuxent.....	"	390			"
Annapolis Junction.....	"	1,467			"
Savage—North side.....	"	420			Left
Watson's Cut, East end..	"	1,200		4300	"
Laurel Siding.....	"	1,300			Right
Simmonds'.....	"	650			"
White Oak Bottom, E. end.....	"	1,200	500		Left
" " W. end.....	"	950			"
" " Off Cast.....	Plate	350			Right
Muirkirk Furnace.....	"	340			Left
Beltsville.....	T & Plate	1,220			"
Sand Siding.....	Plate	250			
Scaggs'.....	"	150			
Paint Branch.....	T	1,200			Left
Calvert's Siding.....	"	250			"
Bladensburg.....	Plate	1,050			
" Off Cast.....	"	300			
" Cut Siding.....	T	1,200		3150	
Washington.....	"	2,500			
Tracks in Depot Yard.....	"	5,600			
		30,038	500	7450	

Total length of Sidings.....5 miles and 3,638 feet.

 " decrease of Sidings.....1 mile and 1670 feet.

RECAPITULATION.

Main Track from Relay House to Washington.....30 miles.

Length of Sidings... ..5 miles 3638 feet.

Total length.....35 miles 3638 feet.

2—Continued.

Statement showing the **Names and Lengths of each Siding, and Kind of Rail used in the several Sub-Divisions of the Parkersburg Branch, September 30th, 1859.**

No. of Div.	NAME OF SIDING.	Kind of Rail.	Length.	Increase.	Decrease	Side of Road.
1	Grafton Yard.....	T	5,239			Left
	Engine House and Shops	"	1,972	* 1,972		"
	Y at Grafton.....	"	386			Right
	West of Bridge.....	"	1,125		91	"
	Webster.....	"	486	36		"
	Flemmington.....	"	438			Left
	Bridgeport.....	"	640		20	"
	No. 1 Tunnel.....	"	621		24	Right
	Clarksburg.....	"	1,864	214		Left
			12,771	2,222	135	
2	Wilsonburg.....	T	620			Right
	No. 2 Tunnel.....	"	320			"
	Salem.....	"	1,930	130		Left
			2,870	130		
3	Smithton.....	T	1,700			Right
	West Union.....	"	720		30	Left
	Central.....	"	2,400			Right
	Toll Gate.....	"	768			Left
			5,588		30	
4	Pennsborough.....	T	512	64		Left
	Ellensborough.....	"	490			Right
	Cornwallis.....	"	1,575			"
	Cairo.....	"	456			"
	Petroleum.....	"	530			"
			3,563	64		
5	No. 21 Tunnel, East end.	T	450	40		Right
	" " West "	"	575	575		"
	Walker's.....	U & T	1,200		80	Left
	Kanawha.....	T	800			"
	Claysville.....	"	2,000			Right
	Parkersburg Yard.....	"	10,100		1,000	Left
	Y at Parkersburg.....	"	950			"
	Incl. Plane & En. House.	"	2,101	* 2,101		
			18,176	2,716	1,080	

RECAPITULATION OF SIDINGS ON THE PARKERSBURG BRANCH

September 30th, 1859.

No. of Sub Division.	Length.	Increase.	Decrease.	Remarks.
1st Sub-division	12,771	2,222	135	
2d "	2,870	130		
3d "	5,588		30	
4th "	3,563	64		
5th "	18,176	2,716	1,030	
	42,968	5,132	1,245	
Total length of Sidings on Parkersburg Branch.....8 miles 728 feet.				
Total increase " " " 3,887 "				

* Omitted last year.

3

*Statement showing the Amount Expended on each Bridge on the
Main Stem, during the year ending 30th September, 1859.*

Repairing Chatsworth Run Bridge.....	55 90
" Carey Street "	136 00
" Jackson's "	360 67
" Ilchester "	1,466 56
" Ellicott's Mill Road "	6 30
" Elysville "	85 01
" Monocacy "	4 80
" Tuscarora "	67 95
" Harper's Ferry "	2,462 54
" Yantese's "	24 50
" Harper's Ferry Trestle	57 15
" Tilt Hammer Bridge.....	41 43
" Government (U. S.) "	5 00
" Couchman's "	439 30
" Opequan "	34 25
" Pillar "	16 30
" Cherry Run "	255 93

Repairing Sleepy Creek	Bridge.....	10 30
“ Great Cacapon	“	2,698 01
“ Willett's Run	“	90 27
“ Little Cacapon	“	60 00
“ South Branch	“	121 30
“ Patterson's Creek	“	22 10
“ North Branch	“	631 61
“ “ “ Trestle	“	281 05
“ Everett's Creek Bridge	“	109 77
“ Hay's Street	“	19 26
“ Manica Run	“	99 19
“ Swearingen's	“	33 00
“ Mill Run	“	7 00
“ Potomac River	“	35 00
“ Wheeler's	“	14 00
“ New Creek	“	92 18
“ Pound Run	“	14 06
“ Goods Run	“	7 06
“ Crab Tree	“ No. 2	38 20
“ Crab Tree	“ No. 3	27 20
“ Crab Tree	“ No. 6	3 50
“ Youghiogheny	“	103 92
“ N. Fork Snowy C.	“	8 75
“ Salt Lick	“	5 12
“ Cheat River	“	59 51
“ Viaduct	“ No. 1	36 65
“ Viaduct	“ No. 2	150 04
“ Pringle Run	“	4 20
“ Raccoon Run	“ No. 1	23 20
“ “ “	“ No. 2	14 20
“ Hook's Run	“	5 25
“ Raccoon Run	“ No. 3	12 20
“ Horse Run	“	10 25
“ Sheehan's Run	“	65 50
“ Thorn's Run	“	2 60
“ Three Fork	“	15 25
“ Short Run	“	34 56
“ Wickwire	“	134 94
“ 10 ft. Span Bridges, Sec. 322, 328, 330, 336 & 344		18 40
“ 9 ft. “ Bridge, Sec. 319.....		35 00
“ Benton's	“	20 50
“ Monongahela	“	1,996 70
“ Conway's Run	“	15 50
“ Davis' Run	“	28 50
“ Buffalo Creek	“ No. 2.....	117 12

3—*Concluded.*

Repairing Buffalo Creek	Bridge No. 3.....	91 99
“ Mod’s Run	“	15 50
“ Mahan’s Run	“	15 50
“ Piles’ Fork	“ No. 1.....	50 75
“ Piles’ Fork	“ No. 2.....	18 75
“ Piles’ Fork	“ No. 4.....	134 48
“ Piles’ Fork	“ No. 5.....	35 00
“ Piles’ Fork	“ No. 6.....	172 32
“ Talkington Run	“	3 50
“ Rt hand Fork Run	“	21 50
“ Storm’s Run	“	19 75
“ Piles’ Fork	“ No. 7.....	10 20
“ Lost Run	“	19 75
“ Clap Fork	“	15 00
“ Church’s Fork	“ No. 2.....	71 20
“ Fish Creek	“	36 00
“ Church’s Fork	“ No. 3.....	117 43
“ Church’s Fork	“ No. 7.....	94 25
“ N. Fork Fish Creek	“ No. 1.....	45 76
“ Cameron’s Run	“	8 25
“ Culvert	“ Sec. 337	22 00
“ Grave Creek,	“ No. 2.....	166 40
“ Grave Creek,	“ No. 4.....	98 75
“ Grave Creek,	“ No. 5.....	4 00
“ Grave Creek,	“ No. 7.....	46 00
“ Grave Creek,	“ No. 9..	184 60
“ Middle Grave Creek	“	61 50
“ Little Grave Creek	“	35 45
“ McMechen’s Run	“	52 85
“ Boggs’ Run	“	1,077 73
“ Calwell’s Run	“	333 88
“ Wheeling Creek	“	47 53
“ Moundsville	“	248 22
“ 21st Section	“	47 91
“ County Road	“ Sec. 74.....	15 25
“ Tygart’s Valley Run	“	166 13
“ Cattle Guards	“	127 98
“ Culvert’s on 1st, 2d, 3d and 4th Sub-divisions...		1,998 81

 \$18,588 38

4

*Statement showing the Amount Expended for Graduation on the
Main Stem, during the year ending 30th September, 1859.*

Board Tree Tunnel.....	\$17,874 83
Eaton's, No. 1 "	3,029 94
Eaton's, No. 2 "	3,166 13
Murray's "	2,054 08
Rodemer's "	3,622 75
Martin's "	226 25
Glover's Gap "	354 40
	<hr/>
	30,328 38

5

Statement showing the number of TUNNELS ON THE MAIN STEM of the Baltimore and Ohio Rail Road ; also their exact length and width, as finally completed, February 1st, 1859.

NO.	NAME OF TUNNEL.	LENGTH.	WIDTH.	REMARKS.
1	Mariottsville	423	24 feet.	Solid Rock.
2	Harper's Ferry.....	86	25 "	" "
3	Doe Gulley.....	1,209 $\frac{2}{10}$	21 $\frac{5}{10}$ "	Brick Arch.
4	Paw Paw.....	261 $\frac{8}{10}$	21 "	" "
5	Everett's	302 $\frac{2}{10}$	22 "	" "
6	McGuire's.....	501 $\frac{5}{10}$	22 "	" "
7	Rodemer's	437	22 "	" " [Stone.
8	Kingwood.....	4,137 $\frac{8}{10}$	22 "	Fully Arched, Iron, brick &
9	Murray's.....	288	24 "	Solid Rock, 65 feet arched.
10	Glover's Gap.....	383	16 "	Brick Arch.
11	Eaton's, No. 1.....	140	22 "	" "
12	Eaton's, No. 2.....	315	22 "	" "
13	Littleton.....	223 $\frac{2}{10}$	22 "	" "
14	Board Tree.....	2,410	17 "	Brick and Stone Arch.
15	Welling	1,248 $\frac{5}{10}$	22 "	Brick Arch.
16	Shepherd's.....	447 $\frac{6}{10}$	22 "	" "
		12,804		

Total length of Tunnels on Main Stem between Baltimore and Wheeling, 2 miles, 2,244 feet.

6

Statement showing the Number of Bridges and their Location on the Baltimore and Ohio Railroad; also their span in feet, character, and their present condition—September 30th, 1859.

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character.	REMARKS.
Carey Street Bridge.....	2	75.6	1	Iron	
Gwynn's Falls.....	3	79.6	2	Stone	
.....	3	20.6	2	"	
Jackson's Bridge.....	4	107.6	1	Wood	
6 Mile Bridge.....	6	14.	1	Stone	
Dr. Hall's Road.....	6	16.	1	"	
Vinegar Hill.....	7	30.	1	"	
Relay Culvert.....	9	10.6	1	"	
Avalon Stone.....	11	14.6	1	"	
West "	11	11.6	1	"	
Bell's "	11	12.	1	"	
Saw Mill.....	12	19.6	1	"	
Ilchester Bridge.....	13	54.	2	"	
Culvert at Gray's Water) Station	14	10.		"	
Ellicott's Mills Road.....	16	20.	1	"	
Elysville.....	21	111.	3	Iron	
" Upper.....	21	97.6	3	"	
Dorsey's Run.....	22	12.	1	Stone	
" "	22	12.	1	Wood	
McKinney's Run.....	23	12.	1	Stone	
D. Davis' Road Bridge....	24	14.	1	"	
Hubbard's.....	26	14.	1	"	
Marriottsville.....	29	12.	1	"	
Tunnel Bridge.....	29	48.6	1	Iron	
Piney Falls.....	34	20.	1	Stone	
Woodbine.....	37	25.	1	"	
Dorsey's Bridge.....	45	12.	1	"	
McElfresh	47	12.	1	"	
"	48	25.	1	"	
Monrovia.....	49	12.	1	"	
Shipley's Run.....	51	10.	1	"	
Hall's Run.....	51	12.	1	"	
Bush Creek.....	55	23.6	3	Iron	
" "	55	23.6	2	"	
Monocacy	58	107.6	3	"	
Shoaft's Run... ..	60	29.6	1	Stone	
Tuscarora	65	19.6	1	"	
Doub's Culvert.....	66	12.	1	"	
Grave "	70	10.6	1	"	
Poplar Branch.....	71	15.6	1	"	
Catoctin	72	50.	2	"	

6—Continued.

NAME OF BRIDGE.	Miles from Balto.	Span.	No. of Span	Character	REMARKS.
Boatway Culvert.....	73	14.	1	Stone	
Open "	75	8 6	1	"	
Open "	75	12.6	1	"	
Open "	76	8.	1	"	
Open "	77	12.	1	"	
Wever's Bridge.....	79	25.	1	"	
Harper's Ferry Bridge....	82	122.	1	Wood	
" " "	82	76.	1	"	
" " "	82	126.9	1	"	
" " "	82	127.	1	"	
" " "	82	126.6	1	"	
" " "	82	126.6	1	"	
" " "	82	130.6	1	"	
Winchester Span.....	82	124.	1	"	
Harper's Ferry Trestle....	82	15.	16	Ir. & Wood	Total length of Bridge— 1,051 feet.
" " Boatway ..	82	31.	1	Wood	
Trestle Work West " ..	82	15.	92	Ir. & Wood	
Tilt Hammer.....	82	40.	4	Wood	
Government (U. S.)	82	10.	12	"	
Canal Bridge.....	82	150.	1	"	
Priestly "	83	13.6	1	"	
Pitcher's "	83	18.	1	Stone	
Strider's "	84	18.	1	"	
" "	84	10.	2	"	
Engle's "	84	14.	1	"	
Thomas' Crossing.....	94	12.	1	Wood	
Couchman's Bridge.....	95	15.	1	Stone	
Opequan "	97	147.8	1	Wood	
Tuscarora "	99	39.6	1	"	
Bull's Eye (Mead's) Bridge	99	19.6	1	Stone	
" " "	99	34.	1	Wood	
Pillar "	100	40.	9	"	
Fanver's "	100	14.	1	St. & Wood	
" "	100	27.	1	"	
McClure's Lower " ..	100	14.	1	Wood	
" Upper "	100	14.	1	"	
Dry Run "	101	13.	1	Stone	
Speck's Road "	106	12.	1	"	
Myers' "	107	13.	1	"	
Back Creek "	110	80.	1	"	
Cherry Run "	113	20.	1	"	
Big Run "	115	20.	1	"	
Sleepy Creek "	118	109½	2	Wood	
Hancock "	123	25.	1	Stone	
Sir John's Run "	128	15.	1	"	
Great Cacapon "	132	132½	2	Wood	
Bruce's Boatway.....	133	18.	1	Stone	
Willet's Run Bridge.....	133	12.	1	"	
Donnell's Run "	152	11.	1	Wood	

6—Continued.

NAME OF BRIDGE.	Mile from Balto.	Span.	No. of Span	Character.	REMARKS.
Little Cacapon Bridge.....	157	131.	1	Wood	
Morrow's Run "	159	13.	1	"	
South Branch "	162	121.	3	"	
Green Spring "	164	16.	1	"	
Round "	166	10.	1	"	
Dan's Run "	168	12.	1	Stone	
Patterson's "	170	72.6	2	Wood	
North Branch "	172	134.8	3	Iron	
" "	172	131.	1	Wood	
Everett's Creek "	174	100.	1	"	
Hays' Street "	179	27.6	1	Wood & Ir.	
Wills' Creek "	179	50.	14	Brick	
Fayette Street "	179	39.5	1	Wood	Over Road-
Mud Run "	179	12.	1	Iron	way.
Washington St. "	179	37.	1	Wood	Over Road-
Lynn's Run "	179	12.	1	Iron	way.
Riser's "	182	16.	1	Ir. & Wood	
Manica Run "	184	25.	1	"	
Camp Run "	185	20.	1	Stone	
Bridgeford's "	187	20.	1	"	
Swearingen's "	188	10.	1	Wood	
Key's Run "	188	12.	1	"	
Row's Run "	189	25.	1	Ir. & Wood	
Mill Run "	190	12.	1	Wood	
" No. 2, "	190	12.	2	"	
" No. 3, "	190	12.	2	"	
Ravenscraft "	197	14.	1	Stone	
Potomac River "	198	156.	2	Wood	
Wheeler's "	199	12.	1	"	
Lime Stone "	199	12.	1	"	
New Creek "	200	25.	4	Iron	
Grimstrong's "	202	12.	1	Wood	
Pound Run "	203	12.	1	Timber	
Good's Run "	204	12.	1	Wood	
Montgomery "	207	10.	1	Stone	
Savage "	207	56.	3	"	
Crab-tree, No. 1.....	217	35.	1	Ir. & Wood	
" No. 2.....	218	25.	1	"	
" No. 3.....	218	25.	1	"	
" No. 4.....	218	33.	4	"	
" No. 5.....	218	15.	1	Wood	
" No. 6.....	219	12.	1	"	
Little Youghiogheny.....	228	25.	1	Iron	
" " No. 2.....	229	25.	2	"	
Cherry Glade Run.....	231	....	...	...
Big Youghiogheny.....	232	180.	1	Wood	
Mason's Spring Run.....	237	12.	1	Iron	
N. F'k Snowy Creek.....	239	25.	1	"	

6—Continued.

NAME OF BRIDGE.	Mile from Balto.	Span.	No. of Span	Character.	REMARKS.
Salt Lick	249	50.	1	Iron.	
Carr's Bridge.....	251	25.	1	Wood & Ir	
Cheat River.....	253	¹³⁰ 180	2	Wood	
Viaduct, No. 1.....	254	340.	1	Iron	
“ No. 2.....	255	445.	1	“	
Pringle Run.....	257	12.	1	Wood	
Raccoon Run, No. 1.....	261	12.	1	“	
“ “ No. 2.....	266	25.	2	Iron	
Hook's Run.....	267	20.	1	Wood & Ir	
Raccoon Run, No. 3.....	269	25.	5	Iron	
Horse Run	272	15.	1	Wood	
Sheehan's Run	273	20.	1	Wood & Ir	
Thorn's “	275	15.	1	Wood	
Mud Lick “	277	12.	1	“	
Three Fork “	277	⁵⁶ 26	² 1	Wood & Ir	
Dick's “	278	14.	1	Wood	
Norris's “	280	15.	1	“	
Short “	281	18.	1	Wood & Ir	
Wickwire “	284	50.	1	Iron	
Plum “	284	12.	1	Stone	
Gladly Creek Run.....	288	30.	1	“	
Burnt Cabin “	288	30.	1	“	
Fall “	288	50.	1	“	
Level “	290	25.	1	“	
Shriver's “	293	12.	1	“	
Guyce's “	293	15.	1	“	
Robinson's “	293	15.	1	“	
Mundell's “	294	12.	1	“	
Johnson's Mill “	295	12.	1	“	
Benton's Bridge Run.....	296	25.	1	“	
Saw Mill “	298	12.	1	“	
Two Prong “	299	12.	1	“	
Pumpkin “	299	12.	1	“	
Monongahela River.....	299	205.	3	Iron	
Coal Run.....	301	64.	1	Wood & Ir	
Buffalo Creek, No. 1.....	305	65.	2	“	
Finch Run.....	306	27.	1	“	
Conway's Run.....	307	12.	1	Wood	
Snodder's “	308	12.	1	“	
Davis's “	309	12.	1	“	
Dunkard “	310	15.	1	Wood & Ir	
Big Laurel “	312	12.	1	Wood	
Buffalo Creek, No. 2.....	314	54.	2	Wood & Ir	
“ “ No. 3.....	314	52.	3	“	
Mod's Run.....	315	12.	1	Wood	
Mahan's Run.....	316	12.	1	“	
Coon Run.....	319	12.	1	Stone	
Piles' Fork, No. 1.....	319	54.	2	Wood & Ir	

6—*Concluded.*

NAME OF BRIDGE.	Mile from Balto.	Span.	No. of Span	Character.	REMARKS.
Piles' Fork, No. 2.....	320	54.	2	Wood & Ir	
“ No. 3.....	321	54.	2	“	
“ No. 4.....	321	47.	3	“	
“ No. 5.....	321	75.	1	“	
“ No. 6.....	322	100.	1	“	
Talkington Run.....	322	12.	1	Stone	
Metz's Run.....	323	12.	1	Wood	
Right Hand Fork Run.....	323	25.	1	Wood & Ir	
Storm's Run.....	325	12.	1	Wood	
Piles' Fork, No. 7.....	328	12.	1	Wood & Ir	
Church's Fork, No. 1.....	329	27.	1	“	
Lost Run.....	330	12.	1	Wood	
Clap Fork.....	332	40.	1	Wood & Ir	
Church's Fork, No. 2.....	333	41.	2	“	
Fish Creek.....	334	41.	1	Wood	
Church's Fork, No. 3.....	334	75.	1	Wood & Ir	
“ “ No. 4.....	334	63.	1	“	
“ “ No. 5.....	335	68.	1	“	
“ “ No. 6.....	335	54.	2	“	
“ “ No. 7.....	336	54.	2	“	
“ “ No. 8.....	336	68.	2	“	
“ “ No. 9.....	336	54.	2	“	
N. F'k Fish Creek, No. 1..	343	48.	2	“	
“ “ No. 2..	344	25.	2	“	
“ Grave Creek.....	350	31.	1	“	
Cameron's Run.....	350	12.	1	Wood	
Left hand F'k Grave Creek	352	42.	1	“	
Parker's Run.....	353	12.	1	“	
Cox's Run.....	354	12.	1	“	
Grave Creek, No. 2.....	355	50.	2	Wood & Ir	
“ No. 3.....	355	43.	2	“	
French's Run.....	356	12.	1	Wood	
Salt Lick “.....	356	12.	1	“	
Grave Creek, No. 4.....	357	54.	2	Wood & Ir	
“ No. 5.....	357	54.	2	“	
“ No. 6.....	357	80.	1	“	
“ No. 7.....	358	54.	2	“	
Ben's Run.....	360	12.	1	Wood	
Hogan's Run.....	363	10.	1	“	
Grave Creek, No. 8.....	365	43.	2	Wood & Ir	
“ No. 9.....	365	54.	2	“	
Middle G. Creek.....	366	64.	1	“	
Little Grave Creek.....	367	66.	2	“	
Kate's Rock.....	370	12.	1	Stone	
Davy's Run.....	372	15.	1	“	
McMechen's Run.....	373	20.	1	“	
Belt's Run.....	374	12.	1	Wood	
Bogg's “.....	375	20.	1	Stone	
Callwell's.....	377	50.	1	Wood & Ir.	
Wheeling Creek.....	378	67.	2	“	

Statement showing the Number of Bridges and their Location, on the Parkersburg Branch; also their Span in feet, &c., September 30th, 1859.

NAME OF BRIDGE.	No. Bridges on each mile, commencing at Grafton.	Mile on which the Bridge is located.	Length of Span between Abutments.	No. of Spans	CHARACTER.
Valley River.....	1	1	200	2	Wood & Ir.
Simpson's Creek.....	2	4	45	1	
Bartlett's "	3	9	25	1	
Simpson's "	4	16	100	1	
" "	5	17	117	1	
" "	6	18	100	1	
Joe's Run.....	7	18	25	1	
West Fork.....	8	23	200	1	
Pike.....	9	23	30	1	
Limestone.....	10	24	50	1	
"	11	24	50	1	
"	12	25	40	1	
Ten Mile.....	13	30	60	1	
"	14	31	60	1	
Long Run.....	15	41	25	1	
Green Brier.....	16	42	25	1	
Morgan's Run.....	17	43	25	1	
Buckeye Fork.....	18	44	75	1	
" "	19	45	75	1	
" "	20	46	62	2	
" "	21	48	62	2	
Middle Island.....	22	49	150	1	
Pike.....	23	50	35	1	
Arnold's Creek.....	24	51	80	1	
Hughes' River.....	25	58	80	1	
" Run.....	26	65	30	1	
" "	27	68	40	1	
" "	28	69	40	1	
" "	29	69	40	1	
Bond's Creek.....	30	72	75	1	
Hughes' River.....	31	73	100	1	
" "	32	74	110	1	
" "	33	74	110	1	
" "	34	75	110	1	
Goose Creek.....	35	81	75	1	
" "	36	81	75	1	
" "	37	82	77½	1	
" "	38	82	77½	1	
" "	39	83	100	1	
" "	40	83	100	1	
" "	41	83	111	1	
" "	42	83	100	1	
Walker's Creek.....	43	86	50	1	
" "	44	89	75	1	
" "	45	90	75	1	
" "	46	91	75	1	
" "	47	92	75	1	
Stillwell.....	48	95	60	1	
Worthington.....	49	102	60	1	

REPORT
OF THE
Master of Machinery.

Machinery Department's Report.

Office of the Machinery Department,

BALTIMORE AND OHIO RAILROAD,

OCTOBER 1, 1859.

JOHN W. GARRETT, ESQ.

President.

SIR:—The accompanying statements, which I respectfully submit, will exhibit the amounts expended in the repairs and maintenance of Machinery, Depots, Buildings, &c., and the operations of the Machinery Department during the fiscal year ending September 30th, 1859.

Expenses of the Machinery Department.

MAIN STEM.

Repairs of Locomotive Engines.....	\$281,458	16
“ Passenger Cars.....	49,308	50
“ Tonnage Cars.....	88,755	05
“ Coal Cars.....	76,014	60
“ Stock Cars.....	15,028	99
“ Hand and Dump Cars.....	1,959	16
“ Stationary Machinery.....	24,543	84
“ Depots and Buildings.....	18,547	08
“ Water Stations.....	7,249	99
Pumping Water.....	9,917	33
Amount carried forward.....	—	—\$572,782 70

Amount brought forward.....	\$572,782 70
Cleaning Engines and Cars, and putting away	
Engines.....	39,661 95
Preparing Fuel and Filling Tenders.....	20,802 54
Contingent Expenses.....	3,149 25
Cost of Fuel—Coal and Wood.....	73,517 36
<hr/>	
Total Expenses on Main Stem.....	\$709,913 80

NORTHWESTERN VIRGINIA RAILROAD.

Repairs of Locomotive Engines.....	\$31,059 99
“ Passenger Cars.....	3,609 56
“ Tonnage Cars.....	10,024 41
“ Stock Cars.....	1,194 04
“ Hand and Dump Cars.....	606 07
“ Stationary Machinery	2,346 76
“ Depots and Buildings.....	2,799 97
“ Water Stations.....	1,120 23
Pumping Water	2,584 50
Cleaning Engines and Cars, and putting away	
Engines	4,143 51
Preparing Fuel and Filling Tenders.....	3,757 40
Contingent Expenses.....	562 62
Cost of Fuel—Coal and Wood.....	4,733 97
<hr/>	
Total Expenses on Northwestern Va. Road....	\$68,543 03

WASHINGTON BRANCH.

Repairs of Locomotive Engines.....	\$9,669 41
“ Passenger Cars.....	20,976 17
“ Tonnage Cars.....	11,790 17
“ Hand and Dump Cars.....	46 30
“ Depots and Buildings.....	660 61
“ Water Stations.....	260 84
Pumping Water.....	1,130 35
Cleaning Engines and Cars, and putting away	
Engines.....	4,741 93
Preparing Fuel and Filling Tenders.....	1,295 70
Contingent Expenses	602 48
Cost of Fuel—Coal and Wood.....	10,518 33
<hr/>	
Total Expenses on Washington Branch.....	\$61,692 29
<hr/>	
Total Expenses of the Machinery Department.....	\$840,149 12

LOCOMOTIVE ENGINES.

Number of Miles run by Locomotive Engines on "Main Stem"	3,129,788
Cost of Repairs to Engines, per mile run.....	8.8 cts.
Number of Miles run by Locomotive Engines on N. W. Va. Road	275,401
Cost of Repairs to Engines, per mile run.....	11.2 cts.
Number of Miles run by Locomotive Engines on Washington Branch.....	180,625
Cost of Repairs to Engines, per mile run.....	5.3 cts.
Total number of Miles run by Locomotive Engines.....	3,648,814
Cost of Repairs to Engines, per mile run.....	8.8 cts.

Number of Locomotive Engines owned by the Main Stem.

First Class.....	169
Second Class.....	41
Third Class.....	18
	<hr/>
Total.....	228
	<hr/>

Number of Locomotive Engines owned by the Washington Branch.

First Class.....	1
Second Class.....	4
Third Class	2
	<hr/>
Total.....	7
	<hr/>

Number of Engines employed in Passenger service	28
“ “ “ Coal, Stock and Tonnage service...	145
“ “ “ Regulating at Stations.....	12
“ “ “ Ballasting, &c..	1
“ “ undergoing repairs.....	16
“ “ being rebuilt.....	6
“ “ awaiting repairs	17
“ “ not in general service—extras.....	10
	<hr/>
Total.....	235
	<hr/>

Fourteen Passenger Engines have been altered to burn Coal. The average cost per engine due to this alteration, will not exceed two hundred and fifty dollars. Twenty-nine engines have been re-built, and sixty have been thoroughly repaired.

Some depreciation in the condition of the Tonnage Engines has taken place during the year. The condition of those on the First Division has been fully maintained.*

Those upon the Second Division are somewhat below this standard. On the Third and Fourth Divisions, including the Northwestern Virginia Road, a greater depreciation has taken place. The estimated depreciation in the value of Tonnage Engines during the year, is twenty thousand dollars.

One engine has been added to the equipment of the Washington Branch Road, and one broken up on the Main Stem, during the year.†

The condition of the Passenger Engines has been fully maintained, and all engines regularly employed in passenger service, have been arranged for burning coal. The result arrived at is most favorable, and proves conclusively, that a locomotive engine of ordinary construction can be at a small expense, arranged to burn the semi-bituminous coals of the eastern slope of the Alleghanies, in a satisfactory manner, and with less annoyance from smoke and cinders, than is experienced from the ordinary wood-burning engine.

In table No. 1, accompanying this report, will be found a statement of the mileage of, and fuel consumed by eighteen passenger engines, which have been burning coal for the last six months. The average consumption of coal, per

*NOTE.—The Tonnage Engines employed on the First Division being under my immediate supervision, I feel it due to the Department to state, from my knowledge of their condition, that during the year they were improved in value to the extent of from thirty to forty thousand dollars, instead of having been only "fully maintained," as above stated.

E. R. ADDISON,
Assistant Master of Machinery.

†NOTE.—The number of Engines reported last year as belonging to the Washington Branch Road, was one too many, whilst the number representing the Main Stem, was one less than its equipment.

mile run, has been twenty-three and two-tenths pounds—the wood used for lighting fires has been less than one-eighth of a cord per one hundred miles,—the average cost of fuel, two and eight-tenths cents per mile run. The same engines, when burning wood, cost from eight to nine cents per mile run for fuel.

PASSENGER CARS.

Number of Passenger, Mail, Baggage and Express Cars in service	
on the Main Stem.....	91
On the Washington Branch.....	35

Two Sleeping Cars have been built, taking the place of vacant numbers.*

One Passenger Car has been broken up and not re-built, on the Main Stem, and one on the Washington Branch.

BURDEN CARS.†

Number of Cars employed in transportation of Tonnage on the	
Main Stem and Northwestern Virginia Railroad.....	1,688
Number employed in transportation of Stock.....	150
“ “ “ Coal	1,290
“ Ballast Cars.....	128
“ Snow Plows.....	16
	<hr/>
Total.....	3,272

Number of Cars employed in transportation of Tonnage on the	
Washington Branch.....	146
Number employed in transportation of Stock.....	2
“ Snow Plows.....	2
	<hr/>
Total.....	150

*NOTE.—Instead of but “two Sleeping Cars having been built,” as stated above, two new Passenger Cars, purchased of the Hempfield Railroad Company, and two Washington Branch Thoroughfare Cars, were fitted up as Sleeping Cars, and two Ladies and one Pay Car re-built.—The cost of the two cars purchased, and the fitting up of the four cars, was \$6,868 76; all of which has been charged to the Repair Account.

E. R. ADDISON,
Assistant Master of Machinery.

†NOTE.—The above statement of “Burden Cars employed on the Main Stem, Northwestern Virginia Road and Washington Branch” is believed to be inaccurate. A full inventory will be taken, so that the accurate number may be ascertained, and the result given in the next report. For this reason the usual tabular statement (E) is omitted.

E. R. ADDISON,
Assistant Master of Machinery.

BURDEN CARS RE-BUILT DURING THE YEAR.*

For Service on the Main Stem and Northwestern Va. Road.

Lumber Trucks, (cost of each \$377 80).....	22
Iron House Cars, (" 673 00).....	5
Wooden " " (" 560 00).....	3
Firewood " (" 180 00).....	2

For Service on the Washington Branch.

House Cars, (cost of each, \$560 00).....	2
Lumber Trucks, (" 377 80).....	2
Total.....	<u>36</u>

Number of Cars that have been broken up during the year, and have not been re-built.†

House Cars.....	11
Gondola Cars.....	16
Stock "	2
Stone "	1
Barrel "	1
Drovers' "	1
Platform "	10
Total	<u>42</u>

In addition to this number, thirty House and thirty-eight Gondola Cars are unfit for service, and should have been re-built during the year.‡

*NOTE.—The 36 cars enumerated in this statement as "re-built," are all new, having been constructed at a cost of \$15,592 20, to take the place of vacant numbers. In addition to these, 11 Wooden House, 1 Stone, 1 Firewood and 8 Iron Coal Cars, were re-built during the year.

E. R. ADDISON,

Assistant Master of Machinery.

†NOTE.—Upon comparing the above statement with the records of the Mount Clare Office, I find that instead of "42 cars having been broken up during the year, and not re-built," there were but twenty-seven.

E. R. ADDISON,

Assistant Master of Machinery.

‡NOTE.—I have no knowledge of any Cars being in service which are unfit for the same, the system of the Department being to repair daily, all cars, the condition of which requires such attention.

E. R. ADDISON,

Assistant Master of Machinery.

I annex full tabular statements of all important matter, exhibiting in detail the operations of the Department for the past year.

I take pleasure in acknowledging the faithful co-operation of the officers and employees of this Department.

Respectfully submitted,

HENRY TYSON,
Master of Machinery.

The portions of the Report of the Master of Machinery, and the Notes of the Assistant Master of Machinery as annexed, are published under resolutions adopted by the Committee on Transportation and Machinery and approved by the Board.

TABLES

Referred to in the Foregoing Report

OF THE

MASTER OF MACHINERY.

NO. 1.

Statement of Miles run, and Fuel consumed by Eighteen Coal Burning Engines employed in Passenger Service on the Baltimore and Ohio R. R. for the six months ending September 30, 1859.

Engine.	BUILDERS.	No. of Miles run.	Cords of Wood for lighting Fires.	Tons of Coal.	Miles run to 1 Cord Wood.	Lbs. Coal per Mile run.	
25	Wm. Mason.....	18,020	25 $\frac{1}{4}$	199.69	696	24.8	} Built for Burning Coal. Rebuilt at the Co.'s shops at Mount Clear since January, 1857.
26	do.	14,880	20 $\frac{3}{4}$	181.89	717	27.3	
27	Taunton Locomotive Works	14,640	23 $\frac{3}{4}$	192.75	616	29.4	
89	Baltimore & Ohio R. R. Co.	5,340	7 $\frac{1}{4}$	44.20	736	18.5	
95	do. do. do.	15,602	14 $\frac{3}{8}$	157.09	1,085	22.5	
200	R. Norris & Son.....	16,882	21 $\frac{3}{4}$	174.34	776	23.1	
201	do. do.	12,322	24 $\frac{3}{4}$	166.48	497	30.2	
207	Murray & Hazlehurst.....	17,656	20	165.18	882	20.9	
208	do. do.	15,020	24 $\frac{1}{2}$	159.89	613	23.8	
220	Denmead & Son.....	15,040	10 $\frac{1}{8}$	172.15	1,383	25.6	
221	do. do.	16,770	11 $\frac{7}{8}$	182.14	1,412	24.3	
188	Baltimore & Ohio R. R. Co.	16,060	17	166.71	944	23.2	
231	Wm. Mason.....	15,844	25 $\frac{1}{4}$	139.25	627	19.6	
232	do.	12,094	6 $\frac{3}{8}$	98.02	1,898	18.1	
233	do.	18,050	14 $\frac{1}{8}$	180.15	1,244	22.3	
234	do.	16,664	19 $\frac{1}{4}$	150.00	865	20.1	
235	do.	16,860	23 $\frac{3}{8}$	171.75	721	22.8	
236	do.	15,940	9	136.23	1,771	19.1	

These Engines are employed exclusively on the Mail and Express trains.

NO. 2.

Statement of Average Performance and Cost of Maintenance, Fuel, &c. per mile run of Coal Burning Engines, employed on Baltimore and Ohio Railroad, during the six months ending September 30th, 1859.

FIRST DIVISION.

Passenger Engines.

Average No. of Engines used per month.....	6½
Average No. of Miles run by each Engine.....	14,328
Miles run to 1 cord of wood (lighting fires)	1,018
“ “ 1 quart of oil.....	38.5
Pounds of Coal consumed per mile run.....	22.1
Cost of Repairs per mile run.....	5.5
“ Fuel “ “	2.9
“ Stores “ “	0.8
Total Cost “ “	9.2

Tonnage Engines.

Average No. of Engines used per month.....	55
Average No. of Miles run by each Engine.....	9,068
Miles run to 1 cord of wood (lighting fires).....	628
“ “ 1 quart of oil.	24.9
Pounds of Coal consumed per mile run.....	55.7
Cost of Repairs per mile run.....	8.9
“ Fuel “ “	7.6
“ Stores “ “	0.8
Total Cost “ “	17.3

WASHINGTON BRANCH.

Passenger Engines.

Average No. of Engines used per month.....	3½
Average No. of Miles run by each Engine.....	20,718
Miles run to 1 cord of wood (lighting fires)	665
“ 1 quart of oil.....	47.3

Pounds of Coal consumed per mile run.....	27.3
Cost of Repairs per mile run.....	5.6
“ Fuel “ “	4.6
“ Stores “ “	0.6
Total Cost “ “	10.8

Tonnage Engines.

Average No. of Engines used per month.....	2½
Average No. of Miles run by each Engine.....	12,768
Miles run to 1 cord of wood (lighting fires)	378
“ “ 1 quart of oil.....	26.6
Pounds of Coal consumed per mile run.....	32.9
Cost of Repairs per mile run.....	4.7
“ Fuel “ “	5.9
“ Stores “ “	0.8
Total Cost “ “	11.4

SECOND DIVISION.

Passenger Engines.

Average No. of Engines used per month.....	3 5-6
Average No. of Miles run by each Engine.....	16,680
Miles run to 1 cord of wood (lighting fires)	683
“ “ 1 quart of oil.....	59.2
Pounds of Coal consumed per mile run.....	27.3
Cost of Repairs per mile run.....	5.6
“ Fuel “ “	4.6
“ Stores “ “	0.6
Total Cost “ “	10.8

Tonnage Engines.

Average No. of Engines used per month.....	36½
Average No. of Miles run by each Engine.....	8,550
Miles run to 1 cord of wood (lighting fires)	894
“ “ 1 quart of oil.....	30.2
Pounds of Coal consumed per mile run.....	60.9
Cost of Repairs per mile run.....	8.1
“ Fuel “ “	5.3
“ Stores “ “	0.7
Total Cost “ “	14.1

THIRD DIVISION.

Passenger Engines.

Average No. of Engines used per month.....	3 5-6
Average No. of Miles run by each Engine.....	13,674
Miles run to 1 cord wood (lighting fires).....	1,202
“ “ 1 quart of oil.....	27.1
Pounds of Coal consumed per mile run.....	58.3
Cost of Repairs per mile run.....	6.6
“ Fuel “ “	5.7
“ Stores “ “	0.9
Total Cost “ “	13.2

Tonnage Engines.

Average No. of Engines used per month.....	37½
Average No. of Miles run by each Engine.....	5,532
Miles run to 1 cord of wood (lighting fires).....	1,178
“ “ 1 quart of oil.....	20.6
Pounds of Coal consumed per mile run.....	88.7
Cost of Repairs per mile run.....	13.3
“ Fuel “ “	3.8
“ Stores “ “	1.1
Total Cost “ “	18.2

FOURTH DIVISION.

Passenger Engines.

Average No. of Engines used per month.....	7½
Average No. of Miles run by each Engine.....	14,310
Miles run to 1 cord of wood (lighting fires)	702
“ “ 1 quart of oil.....	34.9
Pounds of Coal consumed per mile run... ..	22.0
Cost of Repairs per mile run.....	6.6
“ Fuel “ “	2.9
“ Stores “ “	0.8
Total Cost “ “	10.3

Tonnage Engines.

Average No. of Engines used per month.....	20½
Average No. of Miles run by each Engine.....	6,132

Miles run to 1 cord of wood (lighting fires)	561
“ “ 1 quart of oil.....	23.1
Pounds of Coal consumed per mile run.....	60.1
Cost of Repairs per mile run.....	11.3
“ Fuel “ “	3.5
“ Stores “ “	1.1
Total Cost “ “	15.9

PARKERSBURG BRANCH.

Passenger Engines.

Average No. of Engines used per month.....	2½
Average No. of Miles run by each Engine.....	15,006
Miles run to 1 cord of wood (lighting fires)	1,429
“ “ 1 quart of oil	27.2
Pounds of Coal consumed per mile run.....	24.3
Cost of Repairs per mile run.....	6.4
“ Fuel “ “	2.3
“ Stores “ “	0.9
Total Cost “ “	9.6

Tonnage Engines.

Average No. of Engines used per month.....	15 5-6
Average No. of Miles run by each Engine.....	5,976
Miles run to 1 cord of wood (lighting fires).....	475
“ “ 1 quart of oil.....	22.9
Pounds of Coal consumed per mile run.....	63.4
Cost of Repairs per mile run.....	12.
“ Fuel “ “	3.4
“ Stores “ “	1.0
Total Cost “ “	16.4

WHOLE ROAD.

Passenger Engines.

Average No. of Engines used per month.....	27
Average No. of Miles run by each Engine.....	14,676
Miles run to 1 cord of wood (lighting fires).....	834
“ “ 1 quart of oil.....	36.6

Pounds of Coal consumed per mile run.....	27.6
Cost of Repairs per mile run.....	5.8
“ Fuel “ “	3.3
“ Stores “ “	0.7
Total Cost “ “	9.8

Tonnage Engines.

Average No. of Engines used per month.....	167 $\frac{1}{2}$
Average No. of Miles run by each Engine.....	7,622
Miles run to 1 cord of wood (lighting fires)	698
“ “ 1 quart of oil.....	24.8
Pounds of Coal consumed per mile run.....	62.9
Cost of Repairs per mile run.....	10.1
“ Fuel “ “	5.6
“ Stores “ “	0.9
Total Cost “ “	16.6

A.

Statement showing the Expenses incurred in Maintenance of Machinery, and the Condition of Locomotive Engines, during each month of the fiscal year ending September 30th, 1859.

MONTH.	EXPENSES.	No. of Locomotives fit for service.	No. of Locomotives undergoing and awaiting repairs.	REMARKS.
1858—October.....	\$71,807 85	207	28	During the year, 73 first class, 13 second class, and 3 third class Engines were thoroughly repaired or rebuilt.
November.....	66,623 20	207	28	
December.....	59,248 05	206	29	
1859—January.....	51,483 20	207	28	
February.....	41,549 53	198	37	
March.....	49,998 02	194	41	
April.....	54,048 49	194	41	
May.....	60,892 06	199	36	
June.....	46,232 91	198	37	
July.....	42,270 55	199	36	
August.....	44,449 25	199	36	
September....	39,788 07	196	39	

B-

Comparative Statement of the Expenses of the Machinery Department of the Baltimore and Ohio Railroad Company,—on the MAIN STEM, NORTHWESTERN VIRGINIA RAILROAD, and WASHINGTON BRANCH,—during the 32d and 33d fiscal years, ending respectively on the 30th September, 1858 and 1859.

	MAIN STEM.		N. W. VA. R. R.		WASH. BRANCH.	
	1858.	1859.	1858.	1859.	1858.	1859.
Repairs of Locomotive Engines.....	\$372,849 92	\$281,458 16	\$34,601 05	\$31,059 99	\$12,920 82	\$9,669 41
“ Passenger Cars.....	52,213 06	49,308 50	3,102 50	3,609 56	17,803 12	20,976 17
“ Tonnage “.....	99,312 85	88,755 05	8,506 34	10,024 41	10,252 91	11,790 17
“ Coal “.....	76,170 63	76,014 60	.....	.....	.....	.....
“ Stock “.....	18,604 96	15,028 99	.....	1,194 04	.....	.....
“ Hand and Dump Cars.....	1,877 18	1,959 16	589 16	606 07	.....	46 30
“ Snow Plows.....	2 79	.....	.....	.....	17 80	.....
“ Stationary Machinery.....	38,310 84	24,543 84	3,889 57	2,346 76	.....	.....
“ Depots and Buildings.....	43,061 93	18,547 08	391 20	2,799 97	1,127 88	660 61
“ Water Stations.....	.....	7,249 99	.....	1,120 23	.....	260 84
*Cleaning Engines and Cars and putting away Engines.....	†47,763 51	39,661 95	6,343 30	4,143 51	5,644 30	4,741 93
*Preparing Fuel and filling Tenders.....	†11,899 25	20,802 54	1,456 50	3,757 40	1,078 00	1,295 70
Contingent Expenses.....	2,850 60	3,149 25	1,052 34	562 62	1,321 40	602 48
*Pumping Water.....	.....	9,917 33	.....	2,584 50	.....	1,130 35
*Fuel.....	.....	73,517 36	.....	4,733 97	.....	10,518 33
Total	\$764,917 52	\$709,913 80	\$59,931 96	\$68,543 03	\$50,166 23	\$61,692 29

*These accounts were formerly in charge of the Transportation and Road Departments.

†During a portion of the year 1858 these accounts were kept by the Transportation Department, to which a portion of the expenses were charged. The actual expense of “cleaning Engines and Cars, and putting away Engines for 1858, was \$52,469 54,” and that of “preparing Fuel and filling Tenders, \$35,223 43.”

C.

Comparative Statement of the Cost of Maintenance of Machinery,—on the MAIN STEM, NORTHWESTERN VIRGINIA RAIL-ROAD and WASHINGTON BRANCH,—during the fiscal years ending respectively on the 30th September, 1858 and 1859.

	MAIN STEM.		N. W. V. A. R. R.		WASH. BRANCH.	
	1858.	1859.	1858.	1859.	1858.	1859.
Repairs of Locomotive Engines.....	\$372,849 92	\$281,458 16	\$34,601 05	\$31,059 99	\$12,920 82	\$9,669 41
“ Passenger Cars.....	52,213 06	49,308 50	3,102 50	3,609 56	17,803 12	20,976 17
“ Tonnage “	99,312 85	88,755 05	8,506 34	10,024 41	10,252 91	11,790 17
“ Stock “	18,604 96	15,028 99	.....	1,194 04	.....	.....
“ Coal “	76,170 63	76,014 60	.....	.....	.....	.....
“ Hand and Dump Cars.....	1,877 18	1,959 16	589 16	606 07	17 80	46 30
“ Stationary Machinery.....	38,310 84	24,543 84	3,889 57	2,346 76	.....	.....
“ Snow Plows.....	2 79	.....	.....	.....	.....	.....
Total	\$659,342 23	\$537,068 30	\$50,688 62	\$48,840 83	\$40,994 65	\$42,482 05

D.

Statement showing the value of Materials on hand in the Machinery Department of the Baltimore and Ohio Railroad Company, on the 30th September, 1859.

Car Axles and Wheels.....	\$6,440 00
Engine Axles and Wheels.....	24,064 02
Pig Iron.....	8,154 22
Hammered and Rolled Iron.....	20,076 08
Iron Castings.....	16,007 13
Spring and Cast Steel.....	3,903 01
Brass Castings.....	5,384 75
New Copper.....	1,417 09
Scrap Iron and Steel.....	10,171 31
Scrap Brass and Copper.....	2,296 59
Paints, Oils and Glass.....	1,143 22
Lumber.....	8,666 38
Coal.....	3,398 67
Engine and Car Duplicates.....	13,310 30
Materials in Store Rooms.....	16,758 29
<hr/>	
Total.....	\$141,191 06
Amount due on the above.....	18,700 00
<hr/>	
Total.....	\$122,491 06
<hr/>	

F.

Statement of Fuel on hand on 30th September, 1859.

LOCATION OF FUEL.	Cords of Wood.	Tons of Coal.	Tons of Coke.
Line of Road.....	3,441	35	.....
Mount Clare.....	23	520	.....
Locust Point.....	365 $\frac{1}{4}$	.....	.....
Martinsburg.....	810	227	.....
Cumberland.....	9	27 $\frac{1}{4}$	.....
Piedmont.....	250	50	20
Grafton.....	840	95	24
Newburg.....	769	44	.....
Wheeling.....	2,852	105	.....
Total.....	9,359 $\frac{1}{4}$	1,103 $\frac{1}{4}$	44

G.

The Number of Locomotive Engines owned by the Baltimore and Ohio Railroad Company, on the Main Stem, Northwestern Virginia Railroad, and Washington Branch; also, an Exhibit of the Cost of Maintenance of the same, for the year ending September 30th, 1859.

No of Engine.	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger	Miles run by Tonnage	Total No. Miles run	Cost of Material & Workmanship.	Average Cost per Mile run
1	3	P. Davis.....	July, 1834	.....	150	150	.....	.....
2	3	" ".....	Oct. 1834	.....	24,617	24,617	606 55	2.46
3	3	" ".....	June, 1835	.....	.....	.....	21 17	.....
4	3	" ".....	June, 1835	.....	8,625	8,625	208 30	9.37
5	3	" ".....	July, 1835	.....	11,352	11,352	28 25	0.33
6	3	" ".....	Feb. 1836	.....	3,591	3,591	61 78	1.72
7	3	" ".....	April, 1836	.....	9,394	9,391	322 81	3.44
8	3	Gill'm & Winans.	Aug. 1836	.....	2,707	2,707	54 46	2.01
9	3	" ".....	Aug. 1836	.....	390	390	388 98	99.73
10	3	" ".....	Nov. 1836	.....	21,451	21,451	790 77	3.68
11	3	" ".....	April, 1837	.....	.....	.....	.....	.....
12	3	" ".....	April, 1837	.....	15,482	14,482	283 46	1.83
13	3	William Norris....	April, 1837	.....	10,611	10,611	189 98	1.79
14	3	Gill'm & Winans.	June, 1837	.....	.....	.....	.....	.....
15	3	" ".....	May, 1838	.....	100	100	298	2.98
16	3	William Norris....	June, 1838	.....	8,599	8,599	583 22	6.72
17	3	Gill'm & Winans.	Oct. 1838	.....	4,568	4,568	17 05	0.37
18	3	William Norris....	Feb. 1837	.....	.....	.....	3 07	.....
19	3	P. W. & B. R. R. Co	Feb. 1857	.....	.....	.....	.....	.....
20	3	William Norris....	July, 1839	.....	23,003	23,003	368 42	1.60
21	3	" ".....	July, 1839	.....	1,698	1,698	48 68	2.88
22	3	" ".....	Aug. 1839	.....	21,982	21,982	478 05	1.12
23	3	B. & O. R. R. Co.	Sept. 1839	.....	17,734	17,734	1,271 80	7.12
24	3	William Norris....	Nov. 1839	.....	3,620	3,620	482 14	13.31
25	2	Wm. Mason & Co.	Nov. 1856	.....	33,220	33,220	1,357 41	4.05
26	2	" ".....	Nov. 1856	.....	32,420	32,420	1,755 97	5.41
27	2	Taunton L. Works	Mar. 1859	.....	17,794	17,794	736 85	4.14
28	2	N. Castle Mfg. Co.	July, 1841	.....	1,302	1,302	43 97	3.38
29	2	" ".....	July, 1841	.....	.....	.....	.....	.....
30	2	" ".....	Feb. 1842	.....	22,806	22,806	752 81	3.30
31	2	William Norris....	May, 1853	.....	17,194	17,194	794 58	4.62
32	2	Ross Winans.....	Oct. 1853	.....	8,612	8,612	419 23	4.75
33	1	B. & O. R. R. Co.	Oct. 1853	.....	16,558	16,558	1,255 26	7.58
34	1	" ".....	Nov. 1853	.....	15,421	15,421	2,010 75	13.03
35	1	Ross Winans.....	Nov 1844	.....	926	926	81 37	8 67
36	1	" ".....	Dec. 1844	.....	6,002	6,002	128 67	2.13
37	1	" ".....	July, 1845	.....	.....	.....	322 85	.....
38	1	B. & O. R. R. Co.	July, 1843	.....	5,564	5,564	1,768 99	31.79
39	2	Ross Winans.....	Dec. 1845	.....	21,416	21,416	670 45	3.13
40	1	B. & O. R. R. Co.	July, 1854	.....	13,190	13,190	1,703 54	12.15
41	1	Ross Winans.....	Aug. 1845	.....	20,233	20,233	911 97	4.50
42	2	East'k & Harrison	July, 1840	.....	.....	.....	746 11	.....
43	1	B. & O. R. R. Co.	Nov. 1851	.....	17,456	17,456	1,164 16	6.56
44	1	M. W. Baldwin....	Dec. 1846	.....	21,063	21,063	125 86	59
45	1	Ross Winans.....	Dec. 1846	.....	2,833	2,833	1,186 50	41.88
46	1	" ".....	Dec. 1846	.....	.....	.....	.....	.....
47	2	N. Castle Mfg. Co.	Dec. 1846	.....	20,351	20,351	3,289 69	16.16
48	2	" ".....	Jan. 1847	.....	3,297	3,297	3,470 82	105 27
49	1	B. & O. R. R. Co.	Aug. 1856	.....	20,903	20,903	943 08	4.50
50	2	M. W. Baldwin....	Dec. 1847	.....	13,805	13,805	515 67	3.73

G—CONTINUED.

No. of Engine.	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger	Miles run by Tonnage	Total No. Miles run	Cost of Material & Workman-ship.	Average Cost per Mile run
51	2	M. W. Baldwin...	Jan. 1848	.....	10,110	10,110	110 22	1.08
52	2	Ross Winans.....	Dec. 1856	.....	11,356	11,356	497 46	4.38
53	2	M. W. Baldwin...	Feb. 1848	.....	9,134	9,134	352 56	3.85
54	1	B. & O. R. R. Co.	May, 1848	.....	16,656	16,656	951 11	5.71
55	1	Ross Winans.....	June, 1848	.....	19,940	19,940	673 49	3.37
56	1	N. Castle Mfg Co.	June, 1848	.....	4,520	4,520	118 06	2.60
57	1	M. W. Baldwin...	Oct. 1848	.....	8,079	8,079	1,091 51	13.51
58	1	M. W. Baldwin...	Dec. 1848	.....	25,643	25,643	896 03	3.49
59	1	Ross Winans.....	Dec. 1848	.....	18,144	18,144	1,028 98	5.66
60	1	M. W. Baldwin...	Dec. 1848	.....	16,177	16,177	366 30	2.26
61	1	Ross Winans.....	Dec. 1848	.....	17,528	17,528	479 96	2.73
62	1	M. W. Baldwin...	Jan. 1849	.....	12,149	12,149	563 90	4.64
63	1	B. & O. R. R. Co.	May, 1849	.....	8,922	8,922	1,334 56	15.51
64	1	B. & O. R. R. Co.	Mar. 1850	.....	16,646	16,646	912 88	5.48
65	1	Ross Winans.....	Sept. 1850	.....	18,899	18,899	910 63	4.81
66	1	" " " " " "	Sept. 1850	.....	15,553	15,553	1,216 29	7.82
67	1	B. & O. R. R. Co.	Oct. 1850	.....	14,722	14,722	1,763 52	11.79
68	1	Ross Winans.....	Oct. 1850	.....	9,552	9,552	2,040 01	21.35
69	1	" " " " " "	Nov. 1850	.....	12,624	12,624	749 06	5.93
70	1	" " " " " "	Mar. 1851	.....	20,264	20,264	1,129 46	5.57
71	1	" " " " " "	April, 1851	.....	20,675	20,675	1,340 66	6.45
72	1	B. & O. R. R. Co.	June, 1851	.....	12,529	12,529	707 56	5.64
73	1	Ross Winans.....	June, 1851	.....	13,158	13,158	863 77	6.56
74	1	" " " " " "	Aug. 1851	.....	15,180	15,180	1,077 48	7.09
75	1	" " " " " "	Aug. 1851	.....	17,734	17,734	1,032 30	5.82
76	1	B. & O. R. R. Co.	Sept. 1851	.....	16,953	16,953	1,203 42	7.09
77	1	Ross Winans.....	Aug. 1851	.....	13,333	13,333	1,802 71	13.52
78	1	" " " " " "	Sept. 1851	.....	18,017	18,017	928 61	5.15
79	1	" " " " " "	Sept. 1851	.....	10,967	10,967	2,133 47	19.43
80	1	" " " " " "	Sept. 1851	.....	15,540	15,540	2,488 94	16.01
81	1	" " " " " "	Oct. 1851	.....	19,747	19,747	707 61	3.58
82	1	" " " " " "	Oct. 1851	.....	7,583	7,583	434 11	5.72
83	1	B. & O. R. R. Co.	Oct. 1851	.....	12,760	12,760	512 23	4.01
84	1	Ross Winans.....	Nov. 1851	.....	17,803	17,803	1,988 41	11.17
85	1	" " " " " "	Dec. 1851	.....	10,597	10,597	2,880 65	27.18
86	1	" " " " " "	Jan. 1852	.....	10,101	10,101	1,285 37	12.72
87	1	" " " " " "	Jan. 1852	.....	17,021	17,021	2,895 79	17.01
88	1	" " " " " "	Jan. 1852	.....	17,967	17,967	1,517 79	8.44
89	2	B. & O. R. R. Co.	Jan. 1852	26,539	.....	26,539	3,961 37	14.92
90	1	Ross Winans.....	Jan. 1852	.....	15,760	15,760	1,306 37	8.29
91	1	" " " " " "	Feb. 1852	.....	420	420	1,649 56	392.73
92	1	" " " " " "	Mar. 1852	.....	15,622	15,622	2,293 25	14.67
93	1	" " " " " "	Mar. 1852	.....	17,048	17,048	1,893 51	11.10
94	1	" " " " " "	Mar. 1852	.....	17,464	17,464	1,739 78	9.95
95	2	B. & O. R. R. Co.	Mar. 1852	34,532	.....	34,532	1,711 79	4.95
96	1	Ross Winans.....	April, 1852	.....	5,112	5,112	974 07	18.69
97	1	" " " " " "	April, 1852	.....	18,045	18,045	1,619 31	8.98
98	1	" " " " " "	May, 1852	.....	15,015	15,015	212 47	1.41
99	1	B. & O. R. R. Co.	June, 1852	14,280	6,134	20,414	2,698 73	13.21
100	1	Ross Winans.....	July, 1852	.....	10,363	10,363	1,349 20	13.00
101	1	" " " " " "	July, 1852	.....	13,302	13,302	1,166 28	8.76
102	1	" " " " " "	Aug. 1852	.....	9,362	9,362	832 39	8.89
103	1	" " " " " "	Aug. 1852	.....	13,264	13,264	1,562 43	11.77
104	1	" " " " " "	Aug. 1852	.....	8,783	8,783	2,157 07	24.55
105	1	" " " " " "	Sept. 1852	.....	13,316	13,316	262 14	1.96

G—CONTINUED.

No. of Engine.	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger	Miles run by Tonnage	Total No. Miles run	Cost of Material & Workmanship.	Average Cost per Mile run
106	1	Ross Winans.....	Sept. 1852	.....	18,126	18,126	1,149 57	6.34
107	2	B. & O. R. R. Co.	Sept. 1852	28,478	.....	28,478	3,508 70	12.67
108	1	Ross Winans.....	Sept. 1852	.....	21,680	21,680	1,115 90	5.14
109	1	" "	Oct. 1852	.....	17,029	17,029	1,052 45	6.18
110	1	" "	Oct. 1852	.....	4,548	4,548	1,768 20	38.87
111	1	" "	Oct. 1852	.....	19,898	19,898	910 49	4.57
112	1	" "	Oct. 1852	.....	17,915	17,915	1,722 07	9.61
113	1	" "	Oct. 1852	.....	12,647	12,647	1,950 75	15.34
114	1	" "	Nov. 1852	.....	8,128	8,128	1,462 22	17.98
115	1	" "	Nov. 1852	.....	2,678	2,678	1,899 55	71.00
116	1	" "	Nov. 1852	.....	9,630	9,630	3,123 71	32.43
117	1	" "	Dec. 1852	.....	17,120	17,120	1,966 51	11.48
118	1	" "	Dec. 1852	.....	18,664	18,664	1,275 32	6.83
119	1	" "	Dec. 1852	.....	22,348	22,348	1,170 60	5.23
120	1	" "	Dec. 1852	.....	20,760	20,760	1,100 46	5.30
121	1	" "	Dec. 1852	.....	11,053	11,053	2,103 68	19.03
122	1	N. Castle Mfg Co.	Dec. 1852	6,480	9,516	15,996	2,956 23	18 48
123	1	Ross Winans.....	Jan. 1853	.....	11,633	11,633	1,275 10	10.96
124	1	" "	Jan. 1853	.....	12,630	12,630	1,590 32	12.59
125	1	" "	Jan. 1853	.....	5,764	5,764	2,922 88	50.69
126	2	R. Norris & Son.	Jan. 1853	36,395	.....	36,395	1,514 77	4.12
127	2	" "	Jan. 1853	10,905	.....	10,905	259 67	2.38
128	1	Ross Winans.....	July, 1853	.....	14,093	14,093	1,176 01	8.34
129	1	Denmead & Sons.	July, 1853	.....	18,503	18,503	2,324 48	12.56
130	1	Ross Winans.....	Feb. 1853	.....	6,723	6,723	3,141 36	46.72
131	1	B. & O. R. R. Co.	Feb. 1853	.....	14,427	14,427	1,461 18	10.12
132	1	Ross Winans.....	Mar. 1853	.....	10,308	10,308	1,723 79	16.72
133	1	" "	April, 1853	.....	10,842	10,842	1,683 34	15.53
134	1	" "	April, 1853	.....	11,879	11,879	994 47	8.33
135	1	" "	April, 1853	.....	11,466	11,466	1,144 45	9.98
136	1	" "	April, 1853	.....	21,524	21,524	1,094 82	5.08
137	1	" "	April, 1853	.....	20,968	20,968	688 91	3.28
138	1	Denmead & Sons.	May, 1853	.....	21,696	21,696	1,964 48	9.05
139	1	N. Castle Mfg Co.	May, 1853	.....	10,639	10,639	2,964 50	2.78
140	1	Ross Winans.....	May, 1853	.....	14,551	14,551	942 50	6.47
141	1	" "	May, 1853	.....	15,881	15,881	734 08	4.61
142	1	Smith & Perkins..	May, 1853	.....	31,628	31,628	926 30	2.92
143	1	Ross Winans.....	May, 1853	.....	11,850	11,850	1,182 66	9.98
144	1	" "	May, 1853	.....	18,034	18,034	790 53	4.38
145	1	" "	May, 1853	.....	13,514	13,514	1,379 29	10.20
146	1	" "	May, 1853	.....	16,811	16,811	1,000 67	5 95
147	1	" "	July, 1853	.....	12,249	12,249	1,515 77	12.37
148	1	" "	July, 1853	.....	13,894	13,894	873 19	6.28
149	2	Lawrence Mfg Co.	July, 1853	33,271	.....	33,271	1,663 93	5.00
150	2	" "	July, 1853	20,603	.....	20,603	3,128 41	15 18
151	2	" "	July, 1853	14,200	14,718	28,918	1,488 96	5 14
152	2	" "	July, 1853	24,688	.....	24,688	4,061 92	16.45
153	2	" "	July, 1853	32,559	.....	32,559	2,411 33	7.40
154	1	Ross Winans.....	July, 1853	.....	15,353	15,353	590 58	3.84
155	1	" "	July, 1853	.....	13,408	13,408	1,151 81	8.59
156	1	" "	July, 1853	.....	5,917	5,917	1,636 83	27.66
157	1	" "	July, 1853	.....	8,837	8,837	1,337 63	15.13
158	1	Smith & Perkins..	July, 1853	.....	21,061	21,061	2,275 90	10.80
159	1	Denmead & Sons.	July, 1853	.....	29,092	29,092	1,649 11	5.66

G—CONTINUED.

No. of Engine.	Class.	Builders' Names.	When placed on the Road.	Miles run by Pass'nger	Miles run by Tonn'ge	Total No. Miles run	Cost of Material & Workman- ship.	Average cost per Mile run
160	1	Ross Winans.....	July, 1853	.....	9,524	9,524	1,321 43	13.87
161	1	“ “	July, 1853	.....	8,368	8,368	1,626 47	19.43
162	1	“ “	July, 1853	.....	520	520	2,768 47	532.36
163	1	“ “	July, 1853	.....	3,254	3,254	3,126 05	96.06
164	2	New Castle M. Co. July, 1853	26,382	.....	26,382	1,134 50	4.30	
165	1	Denmead & Sons. July, 1853	.....	27,358	27,358	1,727 62	6.31	
166	1	“ “	Aug. 1853	.....	24,358	2,083 65	8.55	
167	1	“ “	Sept. 1853	.....	23,994	1,721 28	7.17	
168	1	Ross Winans	Oct. 1853	.....	8,926	8,926	200 78	2.24
169	1	“ “	Oct. 1853	.....	8,852	8,852	2,873 46	32.46
170	1	“ “	Oct. 1853	.....	12,430	12,430	989 56	7.96
171	1	“ “	Oct. 1853	.....	19,473	19,473	894 31	4.59
172	1	“ “	Oct. 1853	.....	11,941	11,941	818 73	6.85
173	1	“ “	Oct. 1853	.....	16,501	16,501	1,989 77	12.66
174	1	“ “	Oct. 1853	.....	7,824	7,824	3,278 57	41.90
175	1	“ “	Oct. 1853	.....	4,486	4,486	2,795 51	62.32
176	1	“ “	Oct. 1853	.....	9,654	9,654	3,202 03	33.16
177	1	“ “	Oct. 1853	.....	13,605	13,605	1,046 42	7.69
178	1	“ “	Oct. 1853	.....	17,474	17,474	1,497 28	8.56
179	1	“ “	Oct. 1853	.....	20,957	20,957	1,203 53	5.74
180	1	“ “	Oct. 1853	.....	4,960	4,960	269 50	5.43
181	1	“ “	Oct. 1853	.....	6,736	6,736	2,847 28	42.26
182	1	“ “	Oct. 1853	.....	17,902	17,902	1,297 59	7.24
183	1	“ “	Oct. 1853	.....	15,546	15,546	797 67	5.13
184	1	“ “	Nov. 1853	.....	14,916	14,916	775 62	5.19
185	1	“ “	Nov. 1853	.....	14,081	14,081	1,162 56	8.26
186	1	“ “	Nov. 1853	.....	9,083	9,083	2,528 74	27.84
187	1	“ “	Nov. 1853	.....	9,442	9,442	1,449 82	15.35
188	2	B. & O. R. R. Co. Nov. 1858	26,029	.....	26,029	2,833 07	14.72	
189	1	Ross Winans.....	Dec. 1853	.....	15,774	15,774	754 49	4.78
190	1	“ “	Dec. 1853	.....	10,999	10,999	1,217 95	11.07
191	1	“ “	Dec. 1853	.....	13,858	13,858	1,182 84	8.53
192	1	“ “	Jan. 1854	.....	10,202	10,202	564 81	5.53
193	1	“ “	Jan. 1854	.....	.....	.....	562 79	.....
194	1	“ “	Jan. 1854	.....	15,769	15,769	556 72	3.53
195	1	“ “	Jan. 1854	.....	19,611	19,611	1,013 27	5.16
196	1	“ “	Feb. 1854	.....	13,451	13,451	1,388 12	10.31
197	1	“ “	Feb. 1854	.....	14,117	14,117	820 41	5.81
198	1	B. & O. R. R. Co. Dec. 1854	26,586	.....	26,586	1,723 39	6.48	
199	1	Denmead & Sons. Nov. 1853	.....	26,381	26,381	1,515 97	5.72	
200	2	R. Norris & Son .. Dec. 1853	30,105	.....	30,105	2,505 25	8.32	
201	2	“ “	Jan. 1854	20,480	2,201	22,681	1,750 78	17.71
202	1	Denmead & Sons. Jan. 1854	15,533	.....	15,533	1,377 74	8.22	
203	1	B. & O. R. R. Co. Jan. 1854	20,089	.....	20,089	2,605 97	12.97	
204	1	Denmead & Sons. March, 1854	7,814	.....	7,814	2,624 88	33.59	
205	1	“ “	April, 1854	14,200	14,815	29,015	930 05	3.20
206	1	B. & O. R. R. Co. June, 1854	26,545	.....	26,545	1,893 00	7.13	
207	2	Murray & Hazleh't July, 1854	28,750	.....	28,750	3,449 54	11.99	
208	2	“ “	Nov. 1854	25,563	.....	25,563	3,072 26	12.01
209	1	Denmead & Sons. Nov. 1854	.....	25,181	25,181	2,420 28	9.61	
210	1	Ross Winans	Feb. 1857	.....	17,011	17,011	1,571 74	9.23
211	1	“ “	Feb. 1857	.....	18,125	18,125	1,613 53	8.89
212	1	“ “	Feb. 1857	.....	13,051	13,051	2,681 33	20.54
213	1	“ “	Feb. 1857	.....	18,110	18,110	1,307 51	7.21

G—CONTINUED.

No. of Engine.	Class.	Builders' Names.	When placed on the Road.	Miles run by Passenger	Miles run by Tonnage	Total No. Miles run	Cost of Material & Workman-ship.	Average cost per Mile run
214	1	Ross Winans	Feb. 1857	.....	10,225	10,225	1,930 25	18.82
215	1	" "	Feb. 1857	.....	8,725	8,725	1,475 66	16.91
216	1	" "	Feb. 1857	.....	19,806	19,806	1,034 01	5.22
217	1	" "	Feb. 1857	.....	19,217	19,217	719 24	3.74
218	1	" "	Feb. 1857	.....	19,424	19,424	829 10	4.26
219	1	" "	Feb. 1857	.....	18,070	18,070	1,428 03	7.90
220	2	Denmead & Sons.	Mar. 1857	26,656	.....	26,656	2,484 17	9.31
221	2	" "	Mar. 1857	32,313	.....	32,313	1,783 27	5.51
222	1	" "	April, 1857	.....	23,811	23,811	1,910 04	8.02
223	1	" "	April, 1857	.....	20,765	20,765	2,754 25	13.25
224	1	" "	July, 1857	.....	22,120	22,120	1,512 73	6.83
225	1	" "	Aug. 1857	.....	25,222	25,222	1,635 10	6.48
226	1	" "	Sept. 1857	.....	18,396	18,396	1,825 96	13.06
227	1	" "	Dec. 1857	.....	24,211	24,211	1,586 18	6.55
228	1	" "	Dec. 1857	.....	20,649	20,649	2,405 95	11.65
229	1	B. & O. R. R. Co.	Sept. 1857	.....	16,865	16,865	1,647 80	9.77
230	1	" "	Sept. 1857	.....	25,085	25,085	1,459 79	5 81
231	2	Wm. Mason & Co.	Aug. 1857	32,241	.....	32,241	1,679 48	5.20
232	2	" "	Aug. 1857	30,724	.....	30,724	1,431 81	4.66
233	2	" "	Aug. 1857	36,931	.....	36,931	1,113 18	3.01
234	2	" "	Aug. 1857	37,805	.....	37,805	1,782 49	4.71
235	2	" "	Aug. 1857	35,541	.....	35,541	2,063 87	5.80
236	2	" "	Aug. 1857	34,990	.....	34,990	1,465 91	4.47

REPORT.

OFFICE Baltimore and Ohio Railroad Co.

April 2d., 1860.

The operations of the Baltimore and Ohio Railroad Company for the fiscal year terminating September 30, 1859, exhibited a reduction of the Working Expenses of the Main Stem of 19.07 per cent. as compared with the preceding year, and an improvement in the aggregate comparative result on the Main Stem and Branches for the same period of \$992,595 37.

As these results were deemed extraordinary, and much interest has been manifested in reference to the business of the Company since that period, it has been decided to present the financial statements for the fiscal half-year closing on the 31st ultimo, which are subjoined.

I.—OF THE MAIN STEM.

The Liabilities and Assets of the Company are exhibited in the Treasurer's Statement A. The Revenue and Working Expenses are shown in Statement B. The gross earnings of the Main Stem have been \$1,840,798 45, being an increase compared with the same period of the preceding year of \$78,008 80.

The expenses of working and keeping the Road and Machinery in repair have amounted to \$829,697 53, being 45.07 per cent. upon the Revenue, exhibiting a decrease compared with the same period of $2\frac{80}{100}$ per cent., and of $1\frac{49}{100}$ per cent. as compared with the last full fiscal year, embracing the less expensive period of the summer months.

The Company has continued to make its purchases for Cash, and is entirely free from floating debt.

During the six months the Company has

- 1st. Advanced additionally, under the agreement which terminates at the close of the year 1861, after crediting all Revenue received to the North Western Virginia Company, for the payment of Interest, including \$45,000 on the Bonds of that Company, guaranteed by the City of Baltimore,) and for Expenditures in improving the condition of the Road, &c..... \$160,934 24
- 2nd. Rolling Power, (Payment to Ross Winans for Locomotives under contract assumed for North Western Virginia Rail Road Company.).....6,976 00
- 3rd. Increased the several Sinking Funds, exclusively by investments from the current net earnings, viz: The Sinking Fund

Carried over.....\$167,910 24

Brought up.....	167,910 24
for the Redemption of the City Loan to \$692,114 36 being an increase of.....	\$20,499 60
For redemption of Mortgage Debts to \$563,055 06, being an increase of.....	149,833 33
For redemption of Ground Rents on Camden Station to \$73,471 68, being an increase of.....	12,751 75
Aggregate increase of Sinking Funds	183,084 68
4th. On the 9th November last, paid the Semi-annual Cash Dividend of 3 per cent. on the Capital Stock.....	303,348 00
Exhibiting a Total of.....	<u>\$654,342 92</u>

The Company having a surplus of Cash beyond its requirements, advanced to the Trustees, who invested a large portion of the interest due on 1st of July next, on the Mortgage and Ground Rent Sinking Funds, which accretions are embraced in these accounts.

The aggregate of the Sinking Funds now exhibit the very satisfactory and rapidly increasing basis of \$1,328,641 10.

Although two per cent. per annum of the net earnings are absorbed in the maintenance of the Sinking Funds, the wisdom of the policy is palpable, as full provision is thus made for the payment of the entire funded debt of the Company.

The balance of Cash in the Treasury on the 31st March was \$325,522 38, which was in addition to \$165,000 00 deposited for the payment of interest on the City Loan and the Bonds of the Company which matures on April 1st.

The Bills receivable and sum due from Post Office Department for Mail Service amount to \$83,569 01, the uncollected Revenue is \$364,201 26. In anticipation of interest due in London on 1st July next on Bonds of State of Maryland, \$24,166 67 have been remitted to Messrs. Baring Brothers & Co.

Statement C. of the Treasurer exhibits the account of Profit and Loss. After charging \$370,084 87 Interest and Ground Rents, \$2,000 in settlement of a suit of 1856, and crediting the Dividends and Rents received from the Washington Branch, the increments of the Sinking Funds and House Rents received, the net gain is shown for the fiscal half year of \$738,726 42, being upwards of 74 per cent. on the Capital Stock.

Deducting the Dividend of \$303,348 00, paid on November 9th last, the Profit and Loss account exhibits a surplus of \$6,527,695 33, being an increase for the half year of \$435,378 42.

II.—OF THE WASHINGTON BRANCH.

The financial condition of the Washington Branch is exhibited by the statements of the Treasurer D. E. and F.

It will be seen by statement E that the Revenue for the six months has amounted to \$216,184 23, and the Working Expenses to \$80,405 44 leaving net the sum of \$135,778 79.

The gross Revenue shows a decrease from the corresponding period of the preceding year of \$12,045 53 and decrease of Working Expenses of \$11,725 88.

The ratio of Working Expenses for the six months exhibits a reduction from $40\frac{37}{100}$ to $37\frac{19}{100}$ per cent.

III.—OF THE NORTH WESTERN VIRGINIA ROAD.

Statement G. of the Treasurer shows that the Revenue of this Road for the fiscal half year has amounted to \$129,607 11, and the Working Expenses to \$90,445 70.

The gross Revenue is \$6,668 13 less than for the corresponding period of the preceding year, but as the Comparative Expenses have been reduced \$11,266 47, the net result presents an increase of \$4,598 34. The ratio of Working Expenses to Revenue for the half year exhibits a comparative decrease from $74\frac{63}{100}$ to $69\frac{78}{100}$ per cent.

GENERAL REMARKS.

The aggregate Revenues, Working Expenses and net results of the Main Stem, Washington Branch and North Western Virginia Rail Road for the fiscal half years, terminating respectively 31st March, 1859 and 1860, have been, viz :

REVENUE.	1859.	1860.	INCREASE.	DECREASE.
Main Stem.....	\$1,762,789 65	\$1,840,798 45	\$78,008 80	
Wash. Branch.....	228,229 76	216,184 23		\$12,045 53
N. W. Virginia....	136,275 24	129,607 11		6,668 13
	<u>2,127,294 65</u>	<u>2,186,589 79</u>	<u>78,008 80</u>	<u>18,713 66</u>
Total increase of Revenue.....			\$59,295 14	
EXPENSES.				
Main Stem.....	\$843,943 70	\$829,697 53		\$14,246 17
Wash Branch.....	92,131 32	80,405 44		11,725 88
N. W. Virginia...	101,712 17	90,445 70		11,266 47
	<u>1,037,787 19</u>	<u>1,000,548 67</u>		<u>37,238 52</u>
Total Decrease of Working Expenses.....			\$37,238 52	
Total Increase of Gross Revenue.....			<u>59,295 14</u>	
Total Increase of Net Earnings			96,533 66	

The condition of the Road and Machinery has not only been fully maintained but improved.

The large traffic of the Company is being transacted with great safety and regularity; the general exemption from accidents continuing to be, as compared with other roads, alike remarkable and gratifying.

Indications of improvement and renewed prosperity in the business of the Country are becoming general, and promise still more favorable results for the remainder of the year.

By order of the Board,

JOHN W. GARRETT, PRESIDENT.

A.

STATEMENT OF THE LIABILITIES AND ASSETS

Of the BALTIMORE AND OHIO RAILROAD COMPANY, on the 31st March, 1860.

LIABILITIES.		
Stock held by individuals.....	\$5,427 100	
“ “ “ City of Wheeling.....	500 000	
“ “ “ Baltimore.....	\$3,500 000	\$ 5,927,100
“ “ “ State of Maryland.....	685 600	
	4,185,000	\$10,112,700
Scrip not funded.....		6,202
Preferred Stock (State five per cent Sterling Bonds).....		3,000,000
Mortgage Construction Bonds, paid for from Revenue, and entire amount held in Sinking Fund for the redemption of the Mortgage Debts.....		453,333 22
Loan redeemable in 1867, interest payable quarterly.....		1,000,000
Loan redeemable in 1875, with Coupons for interest payable semi-annually 1st January and 1st July.....		1,128,500
Loan redeemable in 1880, with Coupons for interest payable semi-annually 1st January and 1st July.....		700,000
Loan redeemable in 1885, with Coupons for interest payable semi-annually 1st April and 1st October.....		2,500,000
City Loan.....		5,000,000
Open Accounts.....		7,634 89
Unclaimed Dues.....		19,748 77
Washington Branch Road.....		202,462 20
Profit and Loss.....		6,527,695 33
		\$30,658,276 42
ASSETS.		
Cost of Road.....	\$18,511,912 29	
Second Track.....	1,548,340 96	
Rolling Power.....	3,583,227 03	
Real Estate.....	1,252,968 59	\$24,896,448 87
Bonds of the Central Ohio Rail Road Company.....	\$400,000	
“ “ Central Ohio Rail Road Company.....	41,371 48	41,371 48
North Western Virginia Rail Road Company.....	\$1,479,278 11	
Bills Receivable for Notes of the North Western Virginia Rail Road Company for Loans, &c.....	476,982 42	1,956,260 53
Stock of the Pittsburg and Connellsville Rail Road Company.....		35,000
Weilersburg and West Newton Plank Road Company.....		6,050
Western Telegraph Company.....		2,191 27
Materials on hand in the Machinery Department.....	\$84,563 94	
Less reservation for renewal and improvement of Machinery.....	47,022 29	37,541 65
Old Iron Rails on hand.....		38,929 87
Outstanding Dues, (including sales of Iron Rails, \$38,913 12).....		101,582,33
Sinking Fund to redeem the five million Loan.....	\$692,114 36	
“ “ “ Mortgage Debts.....	563,055 06	
“ “ “ Ground Rents on Camden Station.....	73,471 68	1,328,641 10
Bills Receivable.....	\$51,973 93	
Post Office Department.....	31,595 08	83,569 01
Baring Bros. & Co. advance remittance for payment of interest due 1st July, 1860.....		24,166 67
Stock of the Washington Branch Road.....		1,016,890
Uncollected Revenue.....		364,201 26
Treasurer—Balance in the Treasury after payment of \$75,000, for interest on the City Loan, and \$90,000 for interest on the Mortgage Bonds of the Company, which matures on the 1st proximo.....		325,522 38
		\$30,658,276 42

Treasurer's Office, Baltimore and Ohio Railroad Company, }
Baltimore, 1st April 1860. }

J. I. ATKINSON, Treasurer.

B.

STATEMENT OF THE REVENUE AND WORKING EXPENSES

Of the BALTIMORE AND OHIO RAIL ROAD COMPANY, for the fiscal half year ending 31st March, 1860.

Revenue		\$1,840,798 45
General Expenses.....	\$17,882 66	
Losses by Accidents, &c.....	3,440 61	
Expenses of Transportation....	232,873 05	
Fuel	38,881 91	
Preparing Fuel and Filling Tenders.....	6,417 30	
Repairs of Railway.....	238,104 33*	
" " Water Stations.....	2,695 24	
" " Depots.....	6,235 58	
" " Bridges	7,330 18	
" " Telegraph.....	1,020 30	
" " Stationary Machinery.....	10,695 56	
" " Locomotives.....	120,398 22	
" " Dump Cars	291 95	
" " Passenger Cars	19,673 42	
" " Burden Cars.....	83,215 17	
Watching Cuts.....	14,733 10	
" Tunnels.....	814 50	
" Bridges	3,246 60	
Pumping Water.....	2,682 45	
Cleaning Engines and Cars.....	16,722 18	
Contingent Expenses of the Mach. Depart.	2,343 22	
		829,697 53
		<u>\$1,011,100 92</u>

Working Expenses $45\frac{97}{100}$ per cent.

*In this Statement is embraced the cost of 163,109 Cross Ties, being the quantity purchased for the full year. The value of a portion of Old Rails, etc., due to this account will be adjusted at the close of the fiscal year.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
BALTIMORE, April 1, 1860.

J. I. ATKINSON, *Treasurer.*

Dr. Main Stem Statement of Profit and Loss for the fiscal half year ending on the 31st March, 1860. Cr.

1859.	November 9	To Dividend of 3 per cent. on the Capital Stock.....	\$ 303,348.00	1859.	October 1....	By Balance this day to the credit of this account.....	\$6,092,316.91
1860.	March 31....	To Interest.....	357,387.74	"	26..	" Dividend of 4½ per cent. for the six months ending 30th Sept. 1859, on 10,168 shares of Washington Branch Stock owned by the Main Stem.....	45,756.00
"	"	" Ground Rents.....	12,697.13	1860.	March 31....	" Increment from the Five Million Loan Sinking Fund, being the amount gained during the fiscal half year ending this day.....	20,499.60
"	"	" Compromise of suit of E. Brown, 1856.....	2,000.00	"	"	" Increment from the Sinking Fund to redeem the Mortgage Debts, being the gain during the fiscal half year.....	12,700.00
"	"	" Balance carried down....	6,527,695.33	"	"	" Increment from the Ground Rent Sinking Fund during the fiscal half year ending this day.....	6,555.25
				"	"	" Rent from Washington Branch Road, use of Depot at Camden Station, Shops at Mt. Clare, &c., for the fiscal half year.....	12,126.67
				"	"	" House Rents received during the fiscal half year ending this day.....	2,072.85
				"	"	" Revenue for the six mos. ending this day.....	
				"	"	" Less expenses for the same period.....	829,697.53
							1,011,100.92
							\$7,203,128.20
				1860.	March 31....	By Balance brought down.....	\$6,527,695.33
						Add Dividend of 3 per ct. paid 9th Nov. '59.	303,348.00
							\$6,831,043.33
						Deduct balance 1st Oct. 1859, above stated.	6,092,316.91
						Total Increase of Profit and Loss for six mos. (over 7½ per cent.).....	\$738,726.42

D.

*Statement of the LIABILITIES and ASSETS of the Washington Branch Road
on the 31st March, 1860.*

LIABILITIES.	
Stock.....	\$1,650,000 00
Annuity (Principal)	25,000 00
Due other Roads for Through Tickets.....	23,911 02
Profit and Loss.....	187,849 22
	<hr/> 1,886,760 24
ASSETS.	
Road from Washington Junction to Washington City, with Real Estate and Equipments.....	1,650,000 00
Uncollected Revenue.....	23,324 04
Amount due by the Baltimore and Ohio Railroad Co.....	202,462 20
Old Iron Rails on hand.....	10,974 00
	<hr/> 1,886,760 24

Treasurer's Office, Baltimore and Ohio Railroad Company, }
BALTIMORE, April 1, 1860. }

J. I. ATKINSON, *Treasurer.*

E.

STATEMENT OF THE REVENUE AND WORKING EXPENSES
*Of the WASHINGTON BRANCH ROAD for the fiscal half year ending
March 31, 1860.*

Revenue.....		\$216,184 23
Expenses of Transportation.....	\$40,352 20	
Fuel	5,738 88	
Preparing Fuel and Filling Tenders.....	328 35	
Losses by Accidents, &c	141 59	
General Expenses.....	5,960 89	
Pumping Water.....	168 70	
Cleaning Engines and Cars.....	1,806 38	
Contingent Expenses of the Mach. Depart.	118 66	
Repairs of Railway.....	6,646 76	
" " Depots.....	1,034 47	
" " Water Stations.....	293 20	
" " Locomotives	4,193 47	
" " Passenger Cars.....	9,691 76	
" " Dump Cars	7 86	
" " Burden Cars.....	3,601 60	
" " Stationary Machinery.....	320 67	
		<hr/> 80,405 44
		<hr/> \$135,778 79

Working Expenses $37\frac{19}{100}$ per cent.

Treasurer's Office, Baltimore and Ohio Railroad Co. }
BALTIMORE, April 1, 1860. }

J. I. ATKINSON, *Treasurer.*

F-

DR. *Washington Branch Road Profit and Loss Account for the fiscal half year ending 31st March, 1860.* CR.

1859. October 25....	To Dividend of 4½ per cent. for the fiscal half year, ending 30th Sep- tember, 1859	\$74,250 00	1859. October 1.....	By Balance at the Credit of this ac- count this day.....	\$165,386 63
1860. March 31.....	" State Tax on Passengers between Washington Junction & Washing- ton	\$32,856 21	1860. March 31.....	" Revenue for six months, ending this day.....	\$216,184 23
"	" State Tax on Passengers betw. Washington Junc- tion and Baltimore.....	\$4,118 20		Less Expenses for the same period.....	80,405 44
"	" Ground Rents.....	36,974 41	/		
"	" Payment on account of annuity....	20 00			
"	" One half cost of Passenger Station at Washington Junction.....	250 00			
"	" Washington Surveys for Southern connection.....	1,278 04			
"	" Balance carried down.....	543 75			
		187,849 22			
		<u>\$301,165 42</u>	1860. April 1,	By Balance brought down.....	<u>\$301,165 42</u>
					<u>\$187,849 22</u>

*Treasurer's Office, Baltimore and Ohio Railroad Company,
Baltimore, 1st April, 1860.*

J. I. ATKINSON, *Treasurer.*

G.

STATEMENT OF THE REVENUE AND WORKING EXPENSES

*Of the NORTH WESTERN VIRGINIA RAILROAD, for the fiscal half year
ending March 31, 1860.*

Revenue.....		\$129,607 11
Expenses of Transportation.....	\$26,276 90	
Fuel.....	3,848 53	
Preparing Fuel and Filling Tenders.....	658 55	
Pumping Water.....	1,082 50	
Losses by Accidents, &c.....	99 08	
General Expenses.....	833 16	
Cleaning Engines and Cars.....	1,744 06	
Contingent Expenses of the Mach'y Depart	296 64	
Repairs of Railway.....	32,063 97	
" " Water Stations.....	375 73	
" " Telegraph.....	270 00	
" " Stationary Machinery.....	1,251 15	
" " Locomotives.....	11,218 33	
" " Burden Cars.....	4,782 08	
" " Passenger Cars.....	1,698 72	
" " Bridges.....	2,629 95	
" " Dump Cars.....	102 11	
" " Depots.....	1,214 24	
		90,445 70
		\$39,161 41

Working Expenses $69\frac{78}{100}$ per cent.

Treasurer's Office, Baltimore and Ohio Railroad Company, }
BALTIMORE, April 1, 1860. }

J. I. ATKINSON, *Treasurer.*

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